

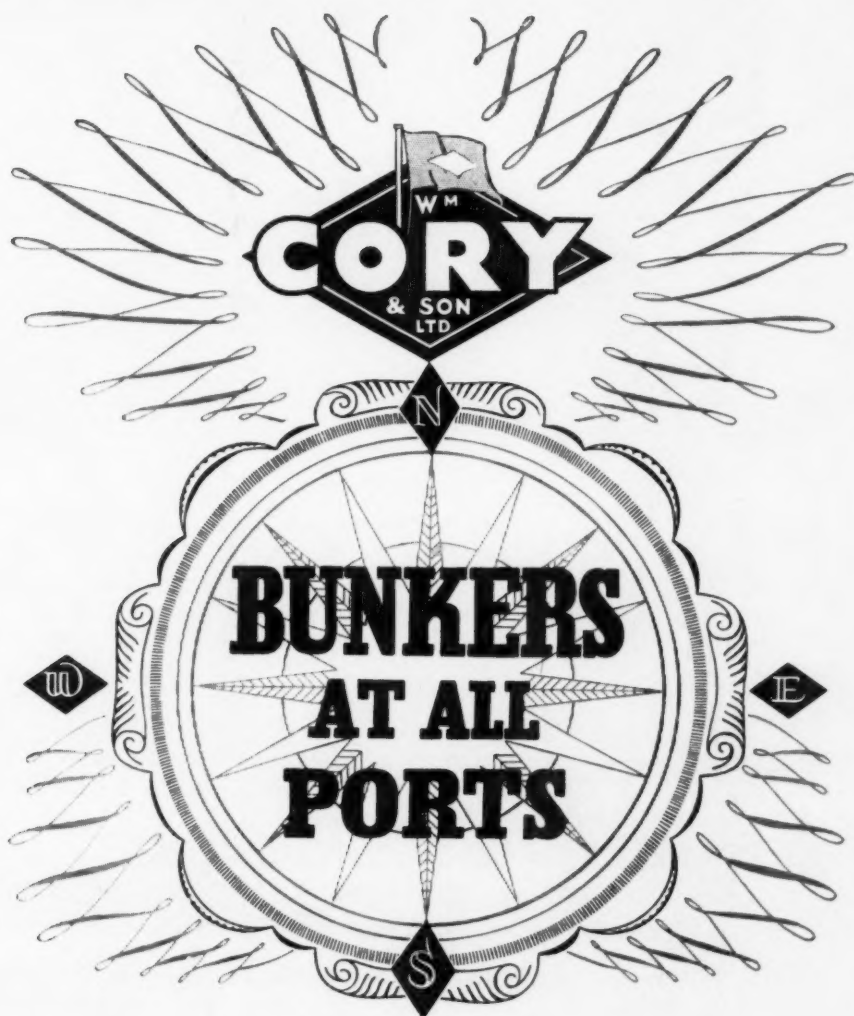
The SHIPPING WORLD



VOL. 144 No. 3531

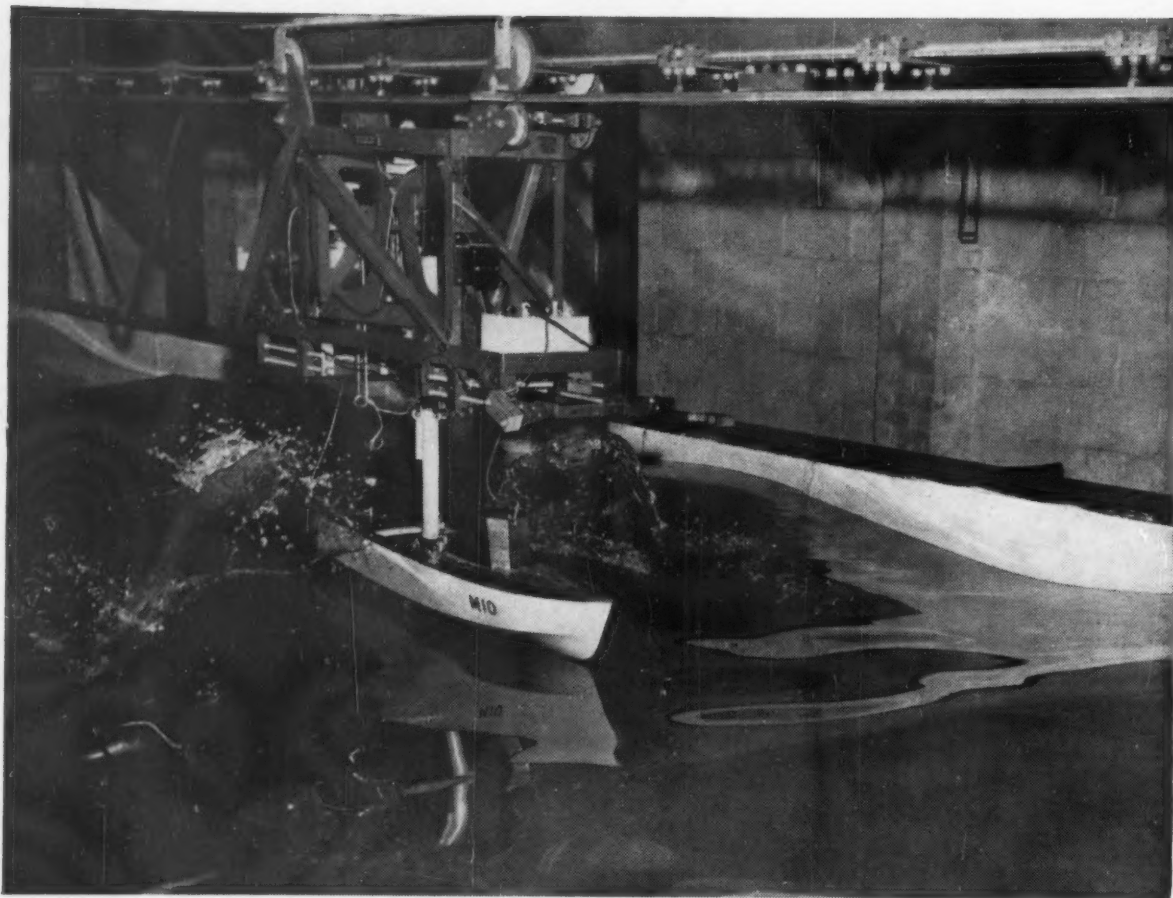
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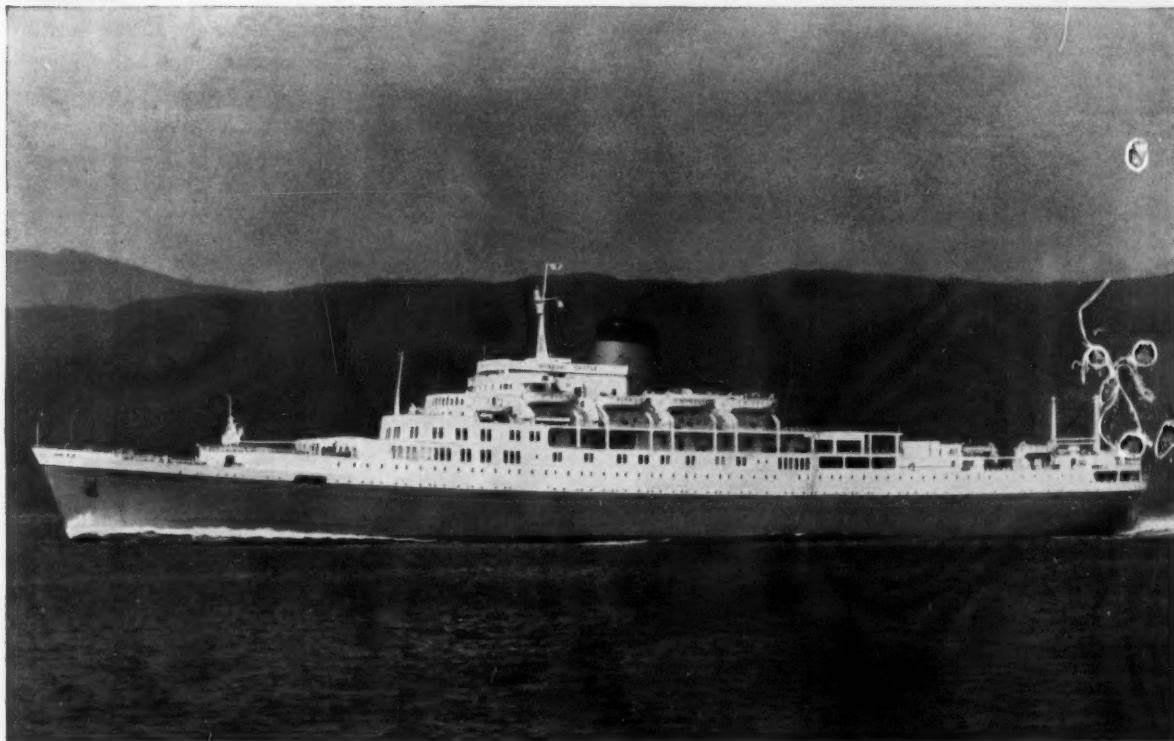
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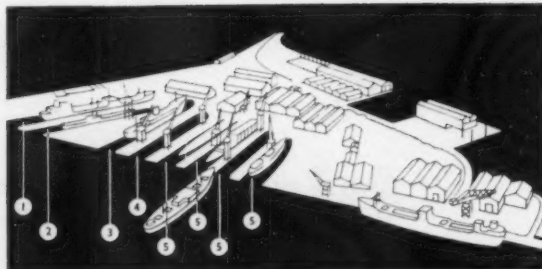
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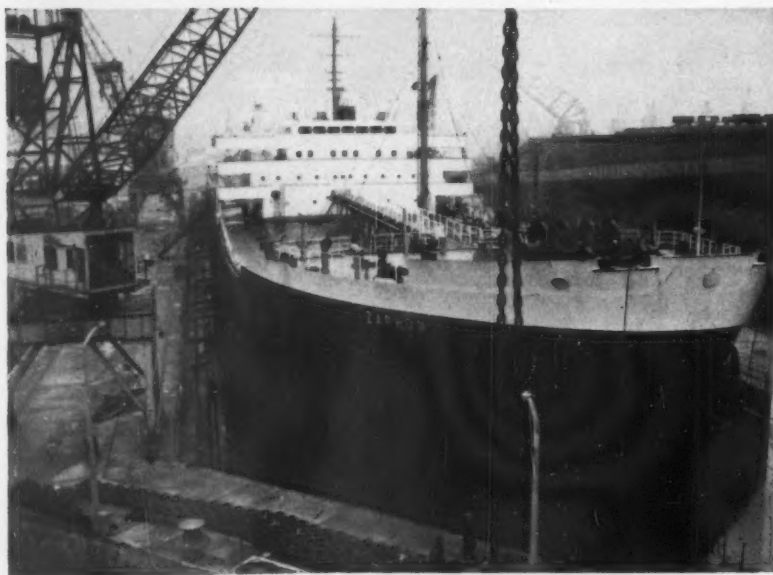
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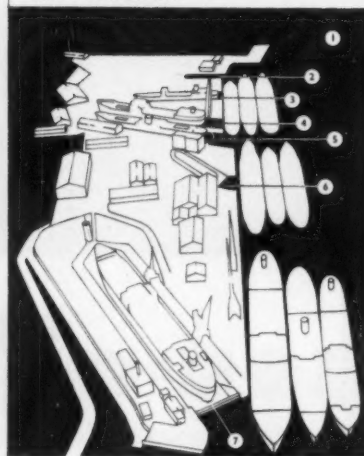
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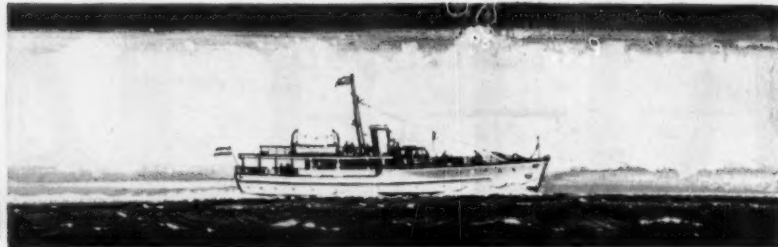
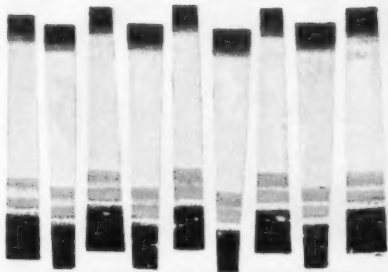
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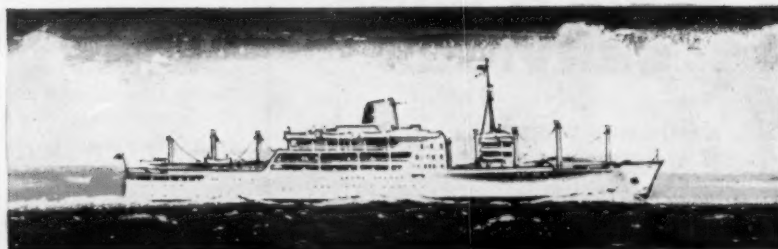
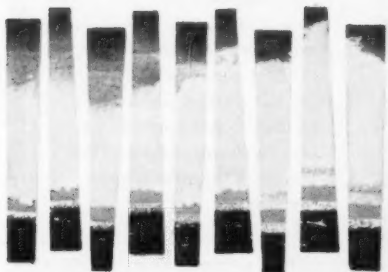
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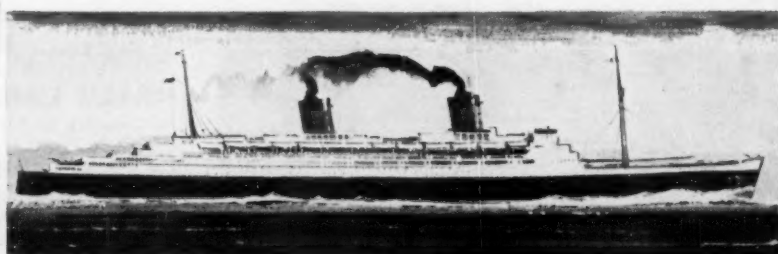
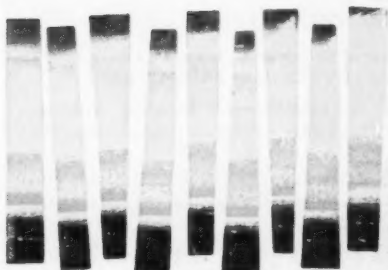
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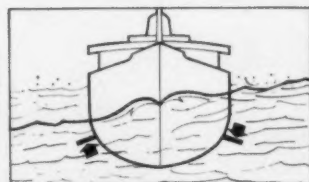


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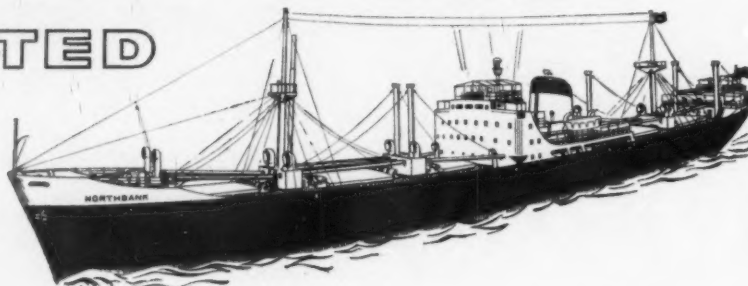
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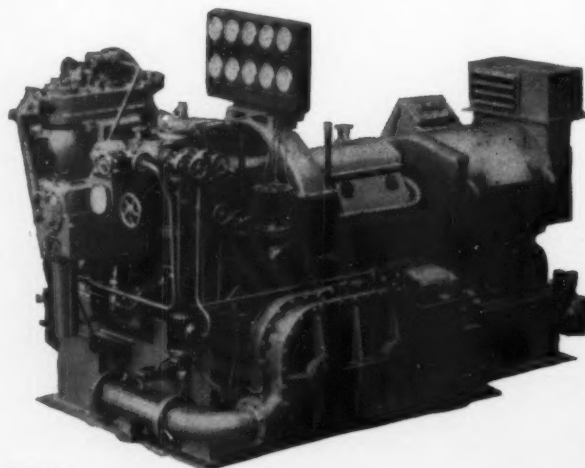
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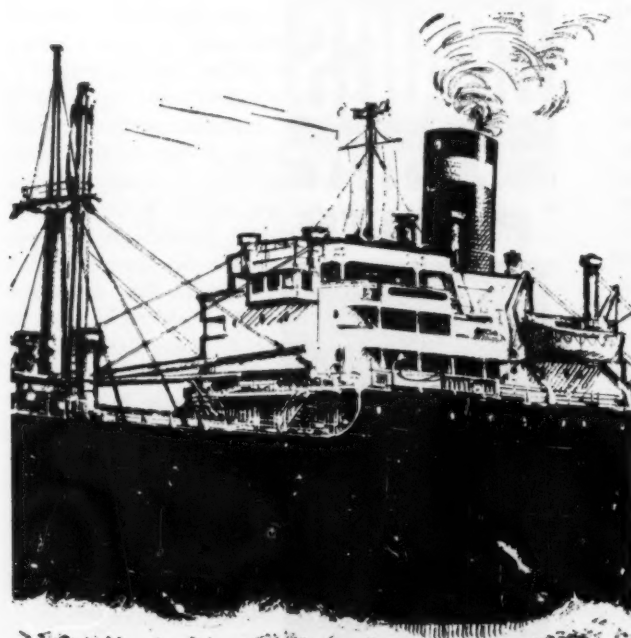
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Vol. 144

12 APRIL 1961

No. 3531

A National Port Policy?	339	Book Reviews	352
Current Events	339	London Airport	353
On the "Baltic"	342	Air Charter Market	355
News from Overseas	343	Analysis of British Tonnage	356
Oil Tanker Amboise	345	Recent Ship Sales	357
New Evaporator for Motorships	351	New Contracts, Launches, Trial Trips	358
Oil Topics	352	Maritime News in Brief... ..	359



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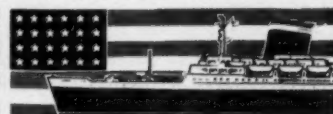
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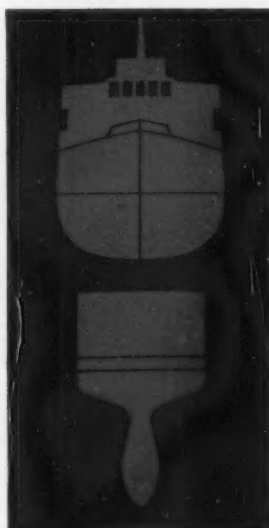


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THE SHIPPING WORLD

A NATIONAL PORT POLICY?

THE GOVERNMENT'S decision to set up a "small committee" under Lord Rochdale to study the present and future of British ports is wise, welcome and timely. In recent weeks attention and criticism have focused on the subject. There have been articles and correspondence in the Press and some trenchant remarks from launching platforms and board rooms. It is likely, however, that the origins of the decision go back a little further. The wasteful, preposterous London tally clerk strike administered a shock the reverberations of which will continue to be felt for some time. That was probably one of the pins which pricked Mr Marples into action. Another was certainly the renewed urgency to increase exports. Behind the song and the dance of controversy there has for some time been a more profound feeling of anxiety among thoughtful people concerned with port operation—and among shipowners in particular—that all was not as well as it could be. Their concern has been that British ports are not generally moving ahead as fast or as far as the ports of other countries; that due to competitive failings entrepôt trade is being and will continue increasingly to be lost to near Continental ports; that the turnaround of ships too often suffers unnecessary delay; and that the dock labour situation, with its trigger-happy attitude to strikes and its profoundly conservative view of working practices, is in need of a drastic shake-up.

The ports of Britain are not merely the servants of the shipping industry, nor of merchants, exporters and manufacturers. So absolutely dependent are we on imports as well as exports that the ports are precisely as vital to Britain as the arteries to the human body. But over the years, in some cases centuries, through the working of adaptation, compromise and competition, British ports have evolved to serve local needs first and foremost; in a national sense their service has been secondary and almost incidental. By its terms of reference the Rochdale committee has been bound to a national view:

"To consider to what extent the major docks and harbours of Great Britain are adequate to meet present and future national needs; whether the methods of working can be improved; and to make recommendations."

There may, however, be a very wide gap between the recommendations of a committee and the establishment of a national port policy, as the last inquiry of this sort showed. Under the Labour Government a "working party" to study port turnaround was set up

in 1947. The report issued nine months later contained some pious suggestions and graceful punch-pulling and had little influence on events. The emphasis then was on the restoration of war damage and the saving of precious dollars, but wider issues were dealt with also, though rather cursorily. Everything depends on whether this is to be regarded as a real and cogent inquiry, intended to achieve results, or one of those all too common, drawn-out political devices to shelve responsibility. Mr Marples' reputation for going and getting tilts the odds in favour of it being treated seriously.

The committee is to be small but its task is wide enough to stagger the average business investigator or efficiency expert. It must study the sequence of ship arrivals and the different demands of parcel and bulk cargoes, the handling of cargoes at the dockside and into lighters, problems of movement and sorting in sheds and warehouses, transfer of goods to road and rail and to coastwise shipping, road access to the dock areas, the potentialities of container traffic, the possibilities of a more orderly flow of export goods through staggering loading dates, the frustrations and duplicated clerical work brought about by divisions of authority within a single port, and a host of other problems besides the most complicated and most contentious of them all—the labour problem. Over and above all those essentially internal problems the committee must have before it as a sort of secondhand measuring rod the best in the way of facilities and practices at ports abroad, together with a corporate receptive mentality to envisage revolutionary changes which, looking at least a quarter of a century ahead, may go well beyond that best. There are general problems of coordination and of research—or rather the lack of it—which must also be encompassed, and the future of the railway ports, due for an administrative reconstitution, must inevitably come within the scope of the inquiry. Where to improve and where to start afresh must also be considered. And the relationship between port capital expenditure and overseas trade in this country and abroad should be calculated. That there is need for a national port policy under present day conditions can hardly be doubted. Whether the Rochdale committee will give it birth remains to be seen. There is encouragement in the fact that it is a possibility. But it may need a stroke of genius to coax "unofficial" labour into playing ball.

Current Events

Japan and Discrimination

THE abolition of flag discrimination and a call for determined efforts to settle the flag of convenience problem are among proposals to be made by the Japan Shipowners' Association at the forthcoming International Chamber of Shipping meeting scheduled to be held in London on April 19-20. The proposals will be made through the president of the Association, Mr Katsumi Yamagata, who outlined them before leaving to attend the conference. The JSA believes that governments should recognise the importance of international shipping conferences in stabilising maritime traffic, but no government should demand the presentation of records from a foreign shipowner. It also considers that efforts should be made to abolish double taxation of shipping companies, and to simplify bills of lading. The proposal for abolition of flag discrimination seemed somewhat at variance with the actual policy of Japanese shipping companies, particularly of tanker owners. The latter have consistently and strongly opposed the long-term Japanese chartering of foreign-flag tankers, even when no suitable Japanese tonnage was available. The Ministry of Transportation has followed the same line. An outstanding case in which such pressure was evident concerned the chartering of the 100,000-dwt tankers *Universe Apollo* and *Universe Daphne* from Universe Tankships Inc., of Liberia, by the Idemitsu Oil Co. This Japanese oil company recently contracted with two Japanese yards for the construction of two 130,000-dwt tankers, and has just secured loans totalling \$50 mn, part of which will be used to pay for the vessels.

Old Ships for New

THE SALE reported this week of the two Liberian-flag cargo steamers *Tern* and *Brant* to Yugoslav buyers provides an interesting commentary on a rather unusual form of a ship sale transaction. As yet it seems common today only to Yugoslav buyers. The two ships have apparently been sold to Yugoslavia in part payment of the cost of a 22,000-dwt bulk carrier which is on order from a Split shipyard for the Liberian firm. This vessel is a motorship and the builders are the Brodogradiliste Split. No doubt the price arranged for the two cargo steamers will do no more than pay one instalment of the cost of such a bulk carrier and it may well be that the fact of the deal being beneficial to the Yugoslav shipbuilding industry has reflected to the benefit of the Liberian firm in the valuation of their secondhand ships. The *Tern* and the *Brant*, with a handy deadweight of over 11,000 tons each, are typical of a great many vessels purchased for further service by Yugoslav interests in recent years. As yet no information as to which firm is to operate them has come to light, but it is known that they are being renamed *Uskok* and *Hajduk* respectively. A somewhat similar transaction was arranged about a year ago (*SW*, 6.4.60) when three Liberty type steamers, the *Gladiator*, *Aspirator* and *Navigator*, were sold to Yugoslavia as part payment for a 15,000-dwt motorship building at Rijeka.

Fixed Price and Delivery

THE smaller yards in Scotland have been particularly hit by the scarcity of orders for smaller tonnage bookings. Most will be facing a very uncertain future unless the pattern changes radically. Some indication of improvement has been offered this month in the better fortunes of the Port Glasgow industry. Ferguson Brothers (Port Glasgow) Ltd took a very welcome order for a deep-sea trawler from Hull owners in late March, to prevent a threatened period of empty berths. This has now been

followed by two fixed-price fixed-delivery tugs for the Clyde Shipping Co Ltd, each 110ft long, with diesel engines developing 1,350 bhp, giving a bollard pull of 18 tons. The work was secured in the face of keen competition from Continental yards. The delivery fixed is the beginning of 1962 while the fixed price compares very favourably with the Continental quotations. This encouraging success demonstrates that home yards can adequately hold their own against the Continent and are getting down to a satisfactory basis of delivery and price, giving owners precise anticipation of the delivery date and the all-in price, a major improvement on practice over the past years. It is early to assume that this improvement is either permanent or a pattern to be repeated generally. It does suggest, however, that energetic pursuit of the available business, allied to terms which attract the customer, may do much to reverse the scarcity of new bookings.

Launch of the "Bombala"

THE last of a series of five cargo liners ordered by the British India Steam Navigation Co Ltd was launched just before Easter by Mrs R. P. Searcy, wife of the senior Australian Government Trade Commissioner in the United Kingdom. All five ships were ordered from the Govan yard of Harland & Wolff Ltd, and are for use in the B.I. service between Australia, Asia and the Persian Gulf. The first of these ships, the *Bulimba* (7,324 dwt), was delivered in the spring of 1959. She was a departure from the usual B.I. design of ship and incorporated a number of features, including deck cranes and specially designed hatch covers, and she was also one of the first British dry-cargo liners to use alternating current for all purposes (*SW*, 15.4.59). It is usual for the last of a series of sister ships to differ in no small way from the first to enter service; but it is obvious that the owners are quite satisfied with the design of the "B" class ships, for the *Bombala* is, apart from having a 25-tons derrick, exactly the same as the *Bulimba*. All five ships are designed to carry a certain amount of refrigerated cargo and also have deep-freeze chambers. Propulsion is by a two-stroke single-acting Harland & Wolff six-cylinder diesel engine of 6,700 bhp which gives a service speed of 16 knots. The "B" class ships were designed with a view to producing a fleet of small vessels having a good turn of speed, thus enabling shippers to have a more frequent and flexible service than has been hitherto available.

Demurrage Dispute

A DEMURRAGE DISPUTE recently before Mr Justice Diplock in the Queen's Bench Division raised an interesting question as to when a vessel is an "arrived ship," that is insofar as arrival at Leith is concerned. The dispute concerned the waiting time in Leith Roads. The vessel arrived at 3.45 p.m., gave notice of readiness at that time, but did not actually berth at Leith until 1.53 p.m. on the following day. The shipowners claimed demurrage amounting to £5,221 17s 6d from the buyers of the cargo of oats, and the latter submitted that they should be indemnified by the sellers under the terms of the sale contract. The basis of discharge was to be that of the custom of the port for steamers at any customary dock, wharf or pier as ordered by the charterers or their agents, it being provided in the charterparty that if such place of discharge was not immediately available, demurrage had to be paid. It was submitted that "discharge according to the custom of the port" included not only the buyers' obligations after the vessel had become an arrived ship but extended to cover the preparations he

had to make before the vessel arrived at the port. It was also submitted that the words in question related to all matters concerning discharge, whether the ship was an arrived ship or not. Mr Justice Diplock said the Leith Roads were not within the commercial limits of the port but were within the legal, fiscal and administrative limits. The Roads, he said, were the usual place for vessels to wait for entry to the port's commercial area and, in ruling that the buyers were not entitled to be indemnified by the sellers, remarked that there was a distinction between waiting and discharging time and that the words "according to the custom of the port" related only to matters which arose after the vessel had become an arrived ship. Comment was also made that it might seem a somewhat technical result, because if the ship had been an arrived ship before she had to wait for a berth the ruling would have been different, but the case depended on the true construction of the charterparty, under which the vessel was found not to be an arrived ship at the time of her arrival in Leith Roads. (*Gilbert J. McCaul & Co Ltd, v. J. R. Moodie & Co Ltd.*)

Greek Shipping Receipts

NET foreign exchange funds imported into Greece during the past year from shipping earnings abroad exceeded those of any previous year, having totalled \$76.52 mn, those imported during 1957 (\$66.59 mn) being the second highest. The 1960 foreign exchange contribution made by the Greek shipping industry to the economy was higher than that made by shipments of tobacco—Greece's most important export product. The increase in the size of the contribution made to the 1960 foreign exchange receipts by remittances authorised by shipowners is noteworthy. This development is due to the fact that a growing portion of the operation expenses of shipping enterprises and expenses incurred for the management of vessels is being disbursed in Greece, following an expansion of the activities of the shipping offices operating in Greece and the increasing numbers of such offices being established in Piraeus.

Canadian Port Promotion

CANADA'S National Harbours Board is joining the port promotion fray. The chairman of the Board, Mr Maurice Archer, is now on a whirlwind tour of Europe visiting ports on this side of the Atlantic and meeting customers of the important Canadian ports over which he presides. A reception in his honour held by the Canadian Minister (Commercial) in London last week was attended by shipowners and others. This followed a reception at Liverpool and visits to both ports. Mr Archer is now touring European ports and will include calls at Hamburg, Copenhagen, Stockholm, Antwerp, Amsterdam and Rotterdam before returning to Canada about the 22nd of this month. The tour is in the nature of a goodwill visit, but it is also a recognition that port promotion, in which the Americans are now the pacemakers, has reached a competitive stage which Canadian ports cannot afford to ignore. In number, the National Harbours Board controls only a small proportion of Canadian ports. But the N.H.B. ports, of which Montreal and Vancouver are the largest, handle no less than 75 per cent of Canada's overseas foreign trade. Last year traffic at the N.H.B. ports reached the record figure of 52 mn tons. But a proportion of the overseas goods which find their way into the Canadian interior is handled on the United States Atlantic seaboard, and one object of Mr Archer's visit is to encourage the routing of these cargoes through Halifax and St John in the winter and Quebec and Montreal in the long-summer months.

London Through the Ages

THERE are ports with longer histories and there are ports—two or three—which handle greater tonnages of cargoes. But in the combination of antiquity and grandeur, in the combination of influence on a nation and on international commerce, there is none to compare with the Port of London. "The St Lawrence is mere water. The Missouri muddy water. The Thames is liquid history." That term, Liquid History, was coined by the Labour leader John Burns and it has aptly been chosen by Sir Arthur Bryant as the title of a work "privately printed" to commemorate 50 years of the Port of London Authority. Stylishly produced and illustrated, it is otherwise a modest work, running to a mere 80 pages of text. But it probably fulfils its function all the better for that. This commemorative function would have been more timely if the book had appeared just two years ago, for the significant date in the P.L.A.'s assumption of its huge responsibilities was 31 March 1909; but that may not have been the P.L.A.'s fault. Certainly the choice of author is commendable, and his work worth waiting for. It is not just the P.L.A.'s half century with which the book is concerned, but the whole span from the Roman conquest. And to this mighty task of compression Sir Arthur brings the historian's gift, which is the ability to convey the broad sweep of history and to illuminate it with just the right touch of selected detail and apt quotation. Most fascinating are the pictures of congestion which preceded the great dock building projects of the late 18th and early 19th centuries, and of labour conditions in the expansive and affluent Victorian era when work-starved and belly-starved dockers practically fought each other for the opportunity to earn 4d an hour at their strenuous and often dangerous jobs.

A view of the gantry cranes at the new building dock of Burmeister & Wain's Copenhagen shipyard. The cranes, which together have a capacity of 600 tons, are seen lifting the prefabricated bridge structure of the cargo ship "Boribana" into position.



ON THE "BALTIC"

THE RATE FOR SCRAP TO JAPAN

By BALTRADER

LAST YEAR hardly a week went by without at least one vessel being fixed for scrap from either the U.S.N.H. or U.S. Gulf to Japan, and one of the features of the trade in 1960 was the steadiness of the rates paid. In January that year a Liberty was worth around \$107,500 f.i.o. but by May charterers were securing similar tonnage at \$103,500, and there must have been some magical significance about the latter rate, for it continued unchanged for month after month until the end of November. December 1960 saw some improvement, however, and by the end of the year Liberties were securing \$110,000, which owners considered a fair rate so long as return prospects from the Far East remained reasonably good.

This year America continues to export scrap to Japan on the grand scale, for it is difficult for the layman to visualise even one 10,000-tons cargo of concertina'd motor cars, old wheels, steel turnings and the other debris of the breaker's yard, and the mind certainly boggles at the idea of dozens of such cargoes.

So far in 1961, however, scrap charterers have not succeeded in obtaining the rate stability which was such a feature of 1960, and in the last two or three weeks charterers have been forced to increase their ideas steadily in this trade in order to compensate owners for the worsening prospects from the Far East. Last week about \$130,000 was freely obtainable for a prompt ship, so that owners for the moment are able to secure more than \$20,000 over the current rate at this time a year ago, and this extra \$7,000 odd freight makes it good business for a vessel ballasting out to the loading port from Europe and better still for a ship already in the United States. The snag, of course, is that in recent summers owners of Liberty type ships have often lost many thousands of pounds in getting out of the Far East and it is for this reason that scrap charterers are finding owners asking a high price before they will risk sending their ships in that direction. By last week the outward scrap rate had reached a level which made it worthwhile for owners of Eastern tonnage seriously to consider ballasting right back from Japan, through the Panama Canal, and this is likely to put a brake on any further tendency for rates to rise in the forward loading positions.

Effect on Other Markets

While scrap charterers, who are best placed to know the extent of their own tonnage requirements, are chasing after every ship they can lay their hands on, other charterers are naturally finding the pace hot and are either having to improve their own rates sharply or sit back and watch the early vessels go. Not all owners will take scrap, of course, but there cannot be many with Liberties who will not and this is the type of vessel most favoured by American charterers in the trade. Charterers with coal to ship from Hampton Roads to Japan and grain from the U.S. Gulf to the same destination might be excused for thinking that the fast modern 11/14,000-tonners which are so common today would much prefer their quick clean business to the slower scrap trade, but the type of tramp vessel just referred to is in short supply at present.

While rates from this side out to the Far East are buoyant the same cannot be said of those in the trans-Atlantic trades, where grain inquiry fails to expand. As happens each summer, a certain number of grain-fitted ships will continue to work the North Atlantic grain market and will refuse to be tempted eastwards at any

price, but, in spite of the fact that a new St Lawrence season is now beginning, there are, so far, no signs of any significant expansion in inquiry.

The Freight Markets

As already mentioned heavy scrap chartering from the United States to Japan at steadily increasing rates was the feature of the freight markets last week, but all business out the East was paying higher rates. Scrap fixtures included *San Panteleimon*, 9,500 dwt, 475,000 cu ft bale, from U.S. North of Hatteras excluding Albany and Boston to Tokyo Bay at \$130,000 f.i.o., May 8/29, and before the end of the week \$132,000 was being paid for the very early loading positions. In the grain trades several vessels were fixed with heavy grain from the U.S. Gulf to Japan at full rates including *Ermis* and *Captain Anastassis* at \$10.75 free discharge, both May loading. The *Dona Margarita* takes heavy grain from Sorel to Hull at 48s, April 14/27, and the *Laconia* was fixed with 20,000 tons of heavy grain from the St Lawrence to Marseilles at \$5.75 free discharge, April 17/29.

From Cuba, the *Yelkenci* was fixed for April loading with sugar to the Black Sea at the higher rate of 67s 6d f.i.o. and free taxes although the freight was payable in Turkish currency. The *Georgios Sideratos* takes sugar from Santo Domingo to Japan \$12 f.i.o., April 25/May 20. Higher rates were paid from the River Plate to Japan and fixtures included a Goulondris vessel with heavy grain from Up River, completing Buenos Aires, to Moji/Yokohama range at 98s 3d free discharge, clause 6 limited to barley, oats, millets or sorghums, and/or up to 2,000 tons bagged cargo, June 5/30.

There was little to report on the Australian market but the *Amstelhoek* was fixed with bulk wheat ex silo from West Australia to North Korea at 53s 9d free discharge, May 29/June 15. On the North Pacific fixtures included a Livanos vessel with heavy grain to Japan at \$6 free discharge, May/June, and *Devon City* with wheat from British Columbia to North China at 50s f.i.o., May 5/31. The *Atalanti*, 10,000 dwt for cargo, 499,000 cu ft bale, was fixed with lumber and general cargo from British Columbia to the U.K. at \$10.50 f.i.o., May 22/June 15, and the *Mariannina*, 9,300 dwt for cargo, 521,000 cu ft bale, was fixed for similar business at \$12 f.i.o., April 25/May 20.

Timecharter fixtures included *Troutpool* (ms), 10,122 dwt, 516,000 cu ft bale, 15 knots on 21½ tons fuel oil plus 1 ton diesel oil, for 9/12 months trading at 21s 6d per ton, delivery Yokohama, prompt, and the *Carina* (ms), 12,778 dwt, 607,000 cu ft bale, 14½ knots on 21 tons fuel oil plus 2 tons diesel oil, was fixed for 5/7 months trading at 22s per ton, delivery U.S. Pacific, redelivery Japan, April 25/May 15. The *Jevington Court* (ms), 11,050 dwt, 611,000 cu ft bale, 12 knots on 14 tons fuel plus 1 ton diesel oil, was fixed at 18s 3d, delivery Bandar Mashur, redelivery U.K./Continent, trip via East and/or South Africa, April 10/20. Several Liberty type vessels were time-chartered for intended scrap voyages.

The Chamber of Shipping voyage freight index for February at 78.2 is the highest figure since January 1960. It compares with 77.5 for the previous month and 64.4 for December 1960. The figures for the first two months of this year, issued together on the existing basis, pending revision, show the time charter rate at 69.3 for January and 65.1 for February.

NEWS FROM OVERSEAS

From THE SHIPPING WORLD'S Own Correspondents

East German Fleet to be Doubled

THE State-owned East German shipping enterprise VEB Deutsche Seereederei, Rostock, has been advised to arrange the expansion of its fleet in a manner as to avoid chartering of vessels of "Capitalist" countries after 1965, reports from Berlin state. The company now owns 22 seagoing cargo vessels, 6 tankers and 22 coasters, totalling 52 units of 246,721 dwt in addition to a passenger liner and a ferry boat of 18,551 grt. By the end of the current 7-year-plan the fleet should be expanded by a further 40 vessels of nearly 300,000 dwt to a total tonnage exceeding 500,000 dwt. In 1960 the fleet of Deutsche Seereederei carried 1.4 mn tons of cargo, 40 per cent more than in the previous year. The participation of the East German fleet in the carriage of total imports and exports of that country is scheduled to be increased from the present 22 per cent to 40 per cent by 1965.

In a few weeks new liner trades will be opened by VEB Deutsche Seereederei in conjunction with Black Star Line Ltd to West African ports. In addition the company will inaugurate a new service to South America. By its own vessels, or in cooperation with foreign shipping companies, Deutsche Seereederei now maintains scheduled liner services to the Soviet Union, Albania, the United Arab Republic (in cooperation), Finland (in cooperation) and ports in Holland and Belgium. Calling at ports of India, Burma and Malaya, the company also operates a liner service to Red China. In coordination with other East bloc countries, Deutsche Seereederei has been advised to establish new liner trades in cooperation to Sweden and Norway calling at Icelandic ports and Denmark, to the United Kingdom with calls at Irish ports, to West Africa serving also Spanish and Portuguese harbours and to India calling at ports in Burma and Indonesia. By 1965 the total seaborne trade of Eastern Germany should be handled by its own ships or ships of other East Bloc countries or by capitalist vessels only within joint services. The East German exports are estimated to rise from the present 2.9 mn tons of cargo (preliminary figure for 1961) to about 3.4 mn tons in 1965. On the other hand imports should increase from 6.6 mn tons in 1961 to 8.5 mn tons in 1965.

European Inland Waterway Traffic

THE 17th annual report of the Conference of European Transport Ministers records that after a 3 per cent decline from 1957 to 1958, inland waterway transport improved

by 4 per cent in 1959 and there was a considerable expansion in the tonnage carried in 1960, when it reached a total of 18 per cent. The figure was still higher on the two main European waterways, the Rhine and the Danube. Normal Rhine traffic, after fluctuating from 1956 to 1959 between 104.5 and 109.7 mn tons, rocketed in 1960 to 130 mn tons. This record was due to the combined effect of several factors, i.e. business expansion, the building up in early 1960 of transport which had been postponed during the low water period at the end of 1959, and the persistence of conditions particularly favourable to navigation. The figures for Rhine traffic in 1960 are therefore somewhat exceptional. If the figures for Rhine traffic across the German-Netherlands frontier alone are considered, the 1960 level was 28.3 per cent higher than the previous year: this figure may even be increased to 30.8 per cent by ignoring the figure for the transport of mineral oil, the expansion of which (12 per cent only) was considerably reduced by the coming on stream of two crude oil pipelines between Rotterdam and Wilhelmshaven and the Cologne area.

Danube traffic also showed a considerable increase in 1960 as compared with the previous year, amounting to 25 per cent on the Austrian reaches of the river and 27 per cent on the Yugoslav stretch. As in the case of the Rhine, this figure is due to the economic expansion and the persistence throughout the year of conditions favourable to navigation.

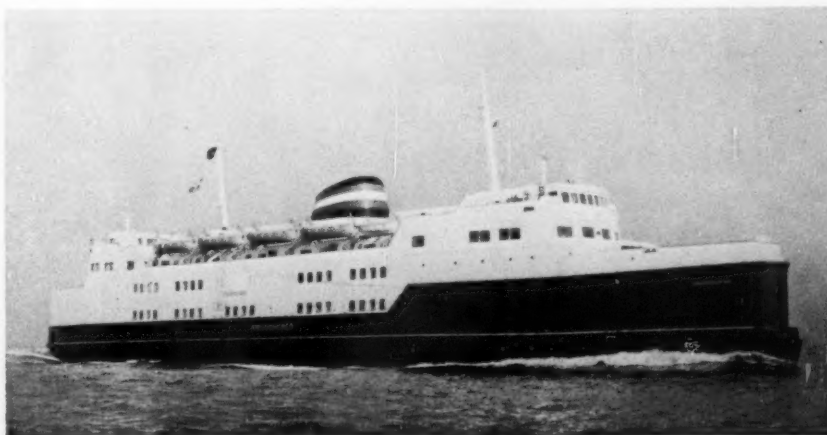
Japanese Shipping Developments

ACCORDING to reports received in Tokyo from New York, Anglo-Canadian Lines plans to start a Pacific Coast of North America-Japan service in April. It was stated that 11 vessels were to be assigned to the new service, but it was not clear whether it would be on a liner or tramp basis. The first vessel was named as the *Demosthenes*, 10,500 dwt, of Greek registry and built in 1944. It was scheduled to leave Puget Sound on April 5 and Columbia River on April 12. Japanese ports of call in the service were listed as Kobe and Yokohama.

Iino Kaiun announced a change in the routing of its Japan-Eastern Canada-Great Lakes liner service. With effect from the March vessel, *Muneshima Maru*, 12,093 dwt, its ships will call at Hong Kong on both outbound and homeward sailings. Kawasaki Kisen also changed the routing on its Far East-New York service. Vessels will call at Honolulu and continue to Montreal and Quebec

DANISH TRAIN/CAR FERRY

The ferry "Knudshoved", delivered in March by the Elsinore Shipbuilding & Engineering Co, will run jointly with the "Halsskov", completed last year, on the Halsskov-Knudshoved crossing. Unlike her companion vessel, designed for vehicle carriage only, the new ferry has three sets of rail tracks on the lower deck to enable her to sail at night time with goods trucks between Korsør and Nyborg. Each deck has a capacity of about 100 motor cars. Two Elsinore-B. & W. diesel engines give her a service speed of 18 knots. This is the 20th vessel built by the Elsinore firm for the Danish State Railways



from New York, it was stated. The first will be the *Kimikawa Maru*, 11,409 dwt, which is scheduled to leave Honolulu on April 9.

The Indonesia-Japan/Japan-Indonesia Freight Conference announced that the on-carrying rates from Singapore to Bandjarmasin, Pandjang and Djambi will be increased from 1 June 1961. Accordingly, through rates from Japan to the three ports will be increased.

Further large-scale chartering activities by Chinese authorities are considered likely following reports that China is negotiating for a further purchase of Australian wheat and that China has bought 350,000 tons of Burmese rice. The reports said a decision on the Australian wheat deal was expected early in April when the general manager of the Australian Wheat Board returned from a special visit to Hong Kong.

A specialised tanker, the 4,370-dwt *Ginryu Maru*, was delivered recently by the Sanoyasu Dockyard Co to Kotaka Kisen Kaisha, with cargo space of 5,326 cu m, the vessel was to be assigned to carry oxylene between Houston, Texas, and Kawasaki. It is the second such chemical tanker to be built in Japan. Others under construction include one of 3,650 dwt at Shiroyama Dock, and one of 7,400 dwt at the Sakurajima yard of the Hitachi Shipbuilding & Engineering Co Ltd. The first is due to be completed in mid-April and the second late in May.

Japan's largest suction dredge, the 2,250-tons displacement *Suez Maru*, left under tow on March 23 for the Suez Canal. With a dredging capacity of 7,300 cu m/hr, the dredge is expected to go into service in the Canal later this year. It has 5,000-hp dredging pumps. The tow, by the 2,841-tons dry cargo vessel *Kiku Maru*, was expected to take about 48 days. The dredge was built at the Aioi yard of Ishikawajima-Harima Heavy Industries.

American Shipping Notes

NEGOTIATIONS are under way for the sale of A. H. Bull & Co, operators of a cargo liner service between New York and Puerto Rico. The American Coal Shipping Company, which acquired the Bull Line several years ago at the start of its abortive programme of building up a huge fleet of transatlantic colliers, was reported to have reached an agreement to sell the subsidiary to McLean Industries, already owners of Bull's principal competitors in the Puerto Rico trade, Sea-Land Service, Inc, which serves the island from North Atlantic ports, and Waterman Steamship Corp., which plies from the Gulf. No announcement has yet been made as to consummation of the sale, which is reportedly being investigated by the Department of Justice as possibly in conflict with the anti-trust laws. Of several other potential purchasers, the one most recently mentioned as likely to acquire the 84-years-old line

if the McLean negotiations collapse is Kulukundis Maritime Industries, Inc.

McLean has also come to the forefront of the troubled intercoastal situation which followed the withdrawal of Luckenbach Steamship Co from the New York-California service. Sea-Land Service will enter the trade this month with conventional breakbulk cargo vessels, and expect to place five fully converted trailer ships in it by June 1962. While it is applying for "Title XI" mortgage insurance, in competition with American-Hawaiian Steamship Company and Luckenbach, its president, Malcolm P. McLean, states that he will go through with the conversion programme whether this Government aid is forthcoming or not. The first sailing in the new service will be made by the *Fairport* on April 16.

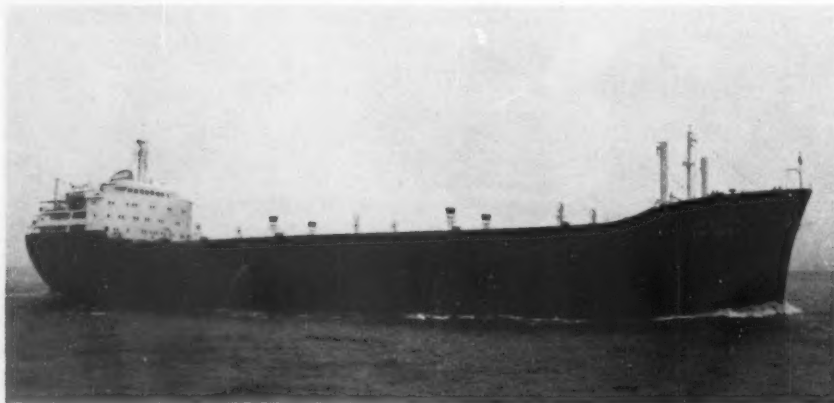
President Kennedy has ordered the Panama Line to cease commercial passenger and cargo service between New York and the Panama Canal Zone. This confirms an earlier order issued during the Eisenhower administration but suspended by the new President until the case could be restudied. Private steamship lines, especially Grace and United Fruit, have long protested against the direct commercial competition of the Government-owned Panama Line. In compliance with the order, the *Cristobal* made the last commercial sailing from New York on April 5 and the Panama Line will thereafter run one ship for Government cargo only.

The Federal Maritime Board has ordered a hearing on the subsidy application of the Atlantic Express Steamship Line, which plans three passenger and container liners of 650-ft length to ply between Baltimore, Philadelphia, Norfolk and European ports, starting in 1964.

Shipyard for Mexico

The international law firm headed by John M. Kesting has announced that it plans to build and operate a major shipyard and drydock in Mazatlan, Mexico. Investor capital of \$5 mn, mostly from U.S. sources, will be used to convert the present 14,700-square-yard facility of the Construcciones Navales de Mazatlan into a shipyard 43,333 square yards in area, comprising a floating drydock, ways, offices, warehouses and machine shops. The new yard will be the only private facility in Mexico able to handle deep-draught ocean-going vessels, especially Mexico's fleet of 18 cargo and tankships, ranging up to 551ft in length and to 7,884 tons.

The January issue of the *Journal of Business Law* (Stevens & Sons Ltd, price 12s 6d) included an article on the mandatory and contractual regulation of sea transport by Kurt Gronfors, of the Gothenburg School of Economics and Business Administration.



BULK CARRIER FOR ISRAEL

The bulk carrier "*En Gedi*", 22,900 dwt, is the third of a class built by Deutsche Werft A.G., Hamburg, for the Zim Israel Navigation Co Ltd. The "*Mezoda*" and "*Eliat*" entered service last year. These vessels have a cargo space of 1,074,000 cu ft in six holds. The propelling machinery consists of a type K8Z78/140C M.A.N. diesel engine, developing 9,600 bhp at 118 rpm, which gives a service speed of 15 knots.

Oil Tanker "Amboise"

NEW VESSEL FOR SOCIÉTÉ MARITIME
DES PÉTROLES BP

THE LATEST addition to the tanker fleet of the Société Maritime des Pétroles BP is the tanker *Amboise*, 47,870 dwt. Built by the Ateliers et Chantiers de Dunkerque et Bordeaux (France-Gironde), this new ship was launched at the Dunkirk shipyard on 22 October 1960. In keeping with the owners' policy she has been named after one of the famous chateaux on the river Loire. The four 33,000-dwt tankers owned by the French company, *Chambord*, *Chenonceaux*, *Cheverny* and *Chaumont*, were also built at Dunkirk. The *Chambord* was described in THE SHIPPING WORLD of 22 June 1955.

Société Maritime des Pétroles BP is the shipping subsidiary of the Société Française des Pétroles BP, which is the French associated company of the British Petroleum Co Ltd. The BP Tanker Co Ltd, the shipping organisation of the BP Co Ltd, has a vessel of the same size as the *Amboise* on order at Dunkirk for delivery in 1963. This



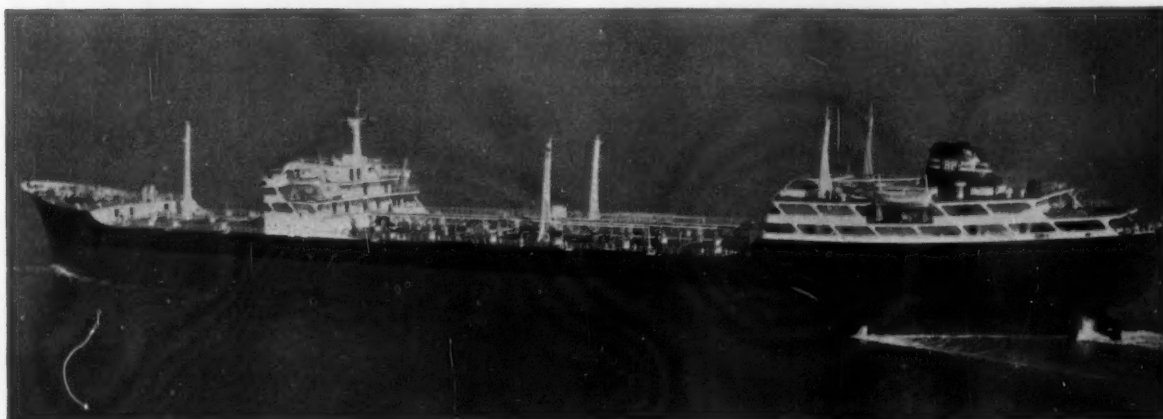
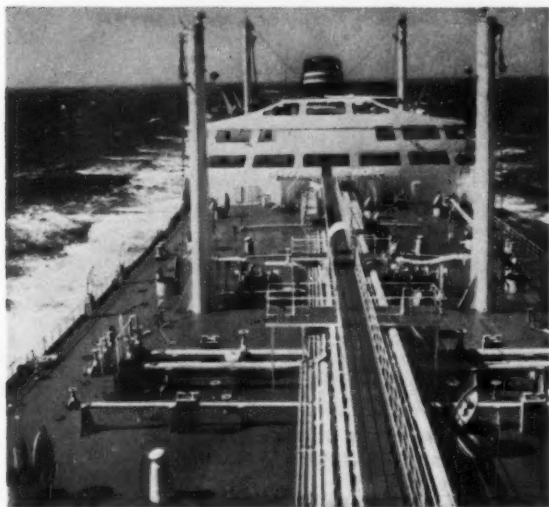
vessel, however, although powered by the same machinery as the French ship, will have the accommodation fitted out to BP standards, as British ships carry a larger crew.

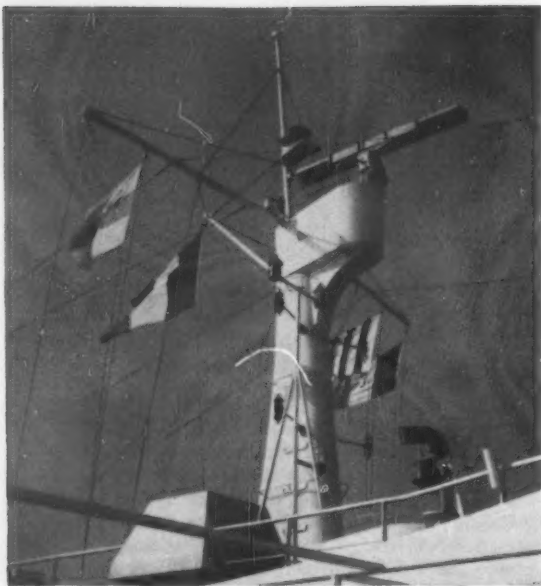
The *Amboise* is powered by steam turbine machinery of Rateau design built by Ateliers et Chantiers de Bretagne. From the point of view of neatness and compactness the installation in this vessel leaves but little to be desired. From the top platform one looks down upon a large clear space in which the main turbines appear to be no larger than the average turbo-alternator set, and there is almost no pipework visible. Sea trials were carried out in far from comfortable weather, but despite strong winds and heavy seas a mean speed of 17.03 knots was attained; the speed on trials being measured with the aid of the Decca Navigator system.

The principal particulars of the *Amboise* are as follows:

Length o.a. ...	745ft 9in
Length b.p. ...	704ft 3in
Breadth, moulded ...	99ft 1in
Depth, moulded ...	51ft 3in
Draught, summer ...	38ft 9½in
Deadweight ...	47,870 tons
Deadweight at 36ft draught ...	42,900 tons
Gross tonnage ...	30,200 tons
Machinery output (service) ...	18,000 shp
Service speed (approx.) ...	16½ knots
Cargo tank capacity ...	2,223,900 cu ft

The new ship will be used to carry crude oil from source to the French BP refineries at Dunkirk and Lavéra, Port de Bouc, where they are able to handle about 6.6 million tons gross of petroleum per annum. On her maiden voyage the *Amboise* sailed from Lavéra to Mena Al Ahmadi to load crude and return back to her port of departure.

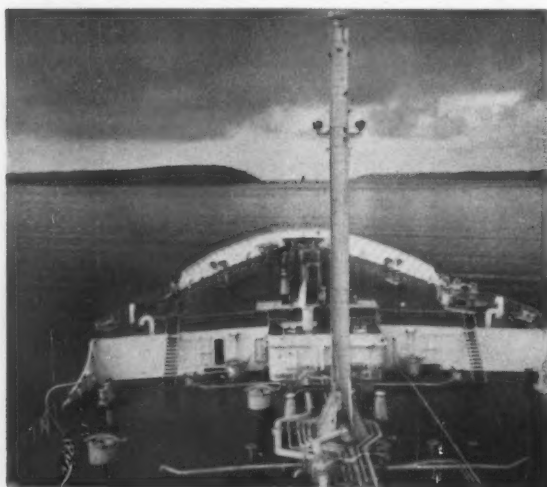




The streamlined radar mast. There are two antennae, one for the 10-cm set and one for the 3-cm radar. There are two 10-cm display units in the wheelhouse, one with true-motion and the other of conventional design

The *Amboise* has been built on the longitudinal system and has a streamlined midships structure and poop. Unlike the 33,000-dwt vessels there is no bulbous forefoot, but the gunwale is rounded. With the streamlined superstructure and signal mast the *Amboise* presents an attractive profile when seen from the shore or from another ship. All the deck machinery is steam driven. In addition to the windlass, there is a winch on the forecastle for handling wires.

The eleven cargo tanks are subdivided by two longitudinal bulkheads and ten transverse bulkheads forming 33 tanks. Three of these, namely Nos 6 port, centre and starboard, are used exclusively for the carriage of water ballast, and are connected to the forward pump room by a 300mm diameter pipeline. The ballast pump in the forward pump room has a capacity of 600 tons/hour and is of the vertical duplex type supplied by Thom, Lamont & Co Ltd. The steelwork in the ballast tanks is protected



View looking forward taken when the "*Amboise*" was leaving Brest

against corrosion by the use of Colturiet, an Epikote-based tank lining made by Vettewinkel & Zonen N.V., Amsterdam (SW, 4.11.59).

Cargo Handling

The main pump room is arranged aft of No 11 cargo tanks and contains three Sulzer centrifugal cargo pumps each of 1,600 tons/hour capacity and three Thom, Lamont vertical duplex stripping pumps each of 250 tons/hour capacity. The cargo pumps are driven by steam turbines located in the engine room, the drive passing through gas-tight glands in the bulkhead separating the engine room from the pump room. The pipelines are of nodular cast iron.

The loading rate is estimated at about 6,000 tons/hour and every effort has been made to ensure that the gases formed during loading are cleared rapidly and safely by fitting large-diameter main vapour lines. To permit accurate gauging without loss of vapour and without the fire and explosion hazards attendant on open hatch gauging, all cargo oil tanks have been fitted with Shand & Jurs automatic tank gauges supplied by Whessoe Ltd,



(Reading from left to right) M. Richer, M. Vannier-Ruhier, assistant general manager Soc. Maritimes des Pétroles BP, and Commandant Pierre Houssin, captain of the "*Amboise*"

Darlington. The large valves in the main cargo pipeline can be opened or closed by attaching a portable air-operated motor.

Attention has also been given to reducing as much as possible the period in which the ship is most dangerous, and to the manner of cleaning and gas-freeing tanks. In the latter case it is possible to use eight tank washing machines simultaneously, while it is also possible to fill the tanks with fresh air through the cargo lines or to use Götaverken-type fans. A fan of 1,800 cu m capacity is available for forcing fresh air through the cargo lines in order to accelerate gas-freeing.

The *Amboise* has a large wheelhouse surmounted by a streamlined radar mast carrying two scanners, one for the 3-cm set and one for the 10-cm sets. The sets are all Pathfinder Marine-Raytheon units; there being two 10-cm sets, one conventional and one true-motion unit. Other navigational aids include Sperry-Hastie gyro-hydraulic steering, Atlas visual echo sounder and Atlas Echograph, Decca Navigator, D/F, and a comprehensive radio station consisting of H.F. and L.F. radio telephone, high, medium and low frequency radio transmitters and receivers, auto-alarm and emergency sets. The equipment is by Le Matériel Téléphonique. Windscreen wipers are fitted to

ACCOMMODATION IN THE "AMBOISE"



(Left) The chief engineer's bedroom on the boat deck aft



(Above) The captain's office which is part of his suite of rooms on the bridge deck

(Left) The captain's lounge



(Above) On the left is the captain's dining saloon and on the right the adjoining smokeroom. Extensive use has been made of vynide and laminated plastics in furnishing the accommodation of this ship

the wheelhouse windows instead of the more conventional Kent screens.

Special precautions have been taken to avoid as much as possible the risk of fire, and both the midships structure and the poop are protected by a curtain of water which can be sprayed on to the front and sides of these structures by means of perforated pipes running along the front and sides. This system would, of course, also be eminently suitable for providing wash-down facilities after atomic fall-out and similar equipment is fitted in warships. There are also six monitors fitted in prominent positions on the wheelhouse top, on the main deck and on the boat deck aft. The fire-protection curtains and the monitors are supplied with water by two 140 tons/hour and two 80 tons/hour pumps. A system of foam extinguishing is provided for the engine room, boiler room and pump room and also at the loading positions. There are also the usual CO₂ bottles.

The accommodation in the latest tankers built for Société Maritime des Pétroles BP, as will be seen from illustrations in the article on the *Chambord*, is well up to the standards of passenger accommodation in one of the better-class liners, at any rate for the officers. The *Amboise* is no exception, and being larger than the four earlier ships there is more space available. Air-condition-



The large mess and recreation room for the crew. There is a small projection room, seen at the back, enabling cinema shows to be given

ing has been fitted throughout so that either warm or chilled air can be supplied, and there is a swimming pool on the boat deck faced with blue mosaic and protected from the sun by a plastic screen. A large recreation room is available for the crew and cinema shows are given every week. Wide use has been made of plastic cloth for covering the walls and mosaic tiling for the floors, thus simplifying cleaning and maintenance.

The captain of the *Amboise*, Commandant Pierre Houssin, has a suite of the rooms on the lower bridge deck and above this deck a dining saloon and smoke-room. In French ships of this size the captain, chief engineer and chief officer dine together, while the remainder of the officers dine in the saloon aft. (The cooking on board the *Amboise* is excellent, and the daily menu has much to offer.) The wine tanks, without which no French ship is complete, are placed below the midships structure.

Propelling Machinery

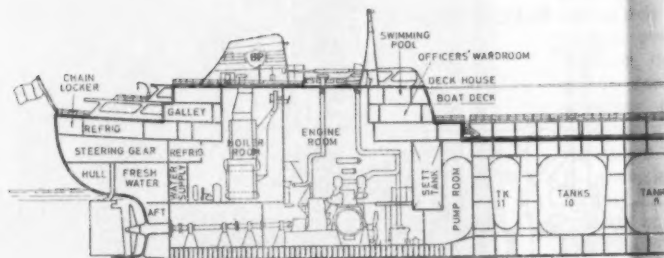
The propelling machinery comprises a set of turbines driving a single propeller through double-reduction gearing. The turbines are of the Rateau type built by the Ateliers et Chantiers de Bretagne, and consist of one HP turbine and one LP turbine, with an astern turbine incorporated in the LP turbine. They are designed for a continuous maximum power of 19,800 shp (metric); steam conditions are 45 kg/cm² and 450 deg C; superheat (640 lb/sq in and 850 deg F).

Both turbines are of the multi-stage impulse type. Live steam to the eight-stage HP unit is admitted through a segment of the first-stage nozzle belt which is continuously open, the remaining segments being controlled by separate valves mounted on the turbine casing. With the open segment an output of 14,000 shp is obtained. Opening one of the additional control valves raises this figure to 16,500 or 18,000 according to which is used, and simultaneous opening of both control valves permits the 19,000 shp mark to be reached. To produce the maximum of 19,800 shp a small bypass valve is used to admit steam to the second-stage nozzles direct. Accurate power control is obtained through a bulkhead-mounted steam valve unit placed upstream from the turbines. This arrangement was selected in order to obtain the best possible

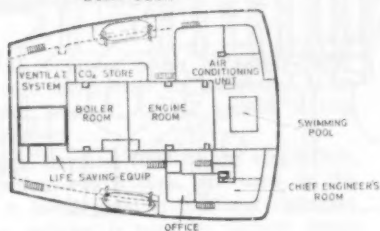


The main staircase in the main hall has solid glass treads

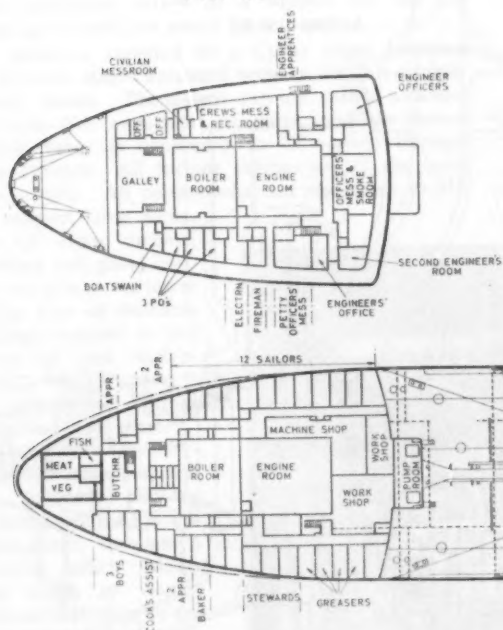
Supplement to THE SHIPPING WORLD, 12 April 1961



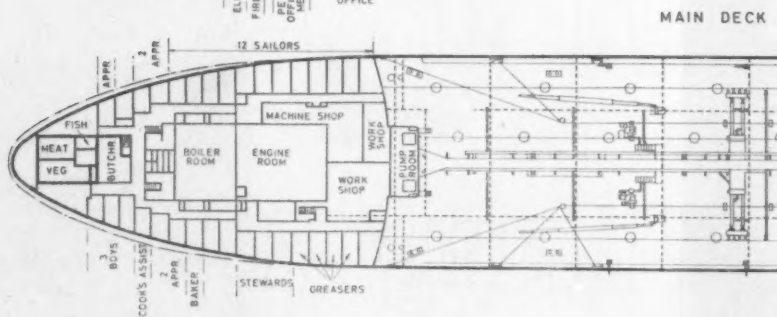
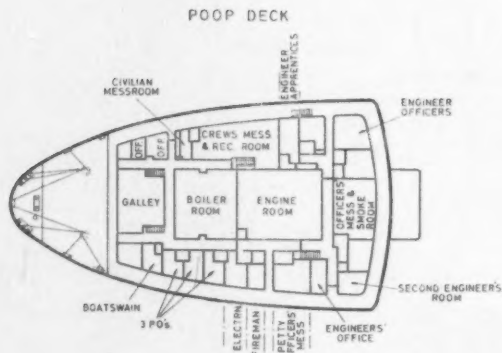
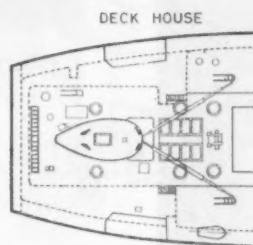
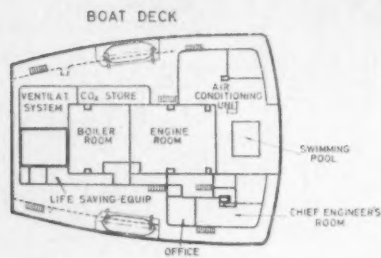
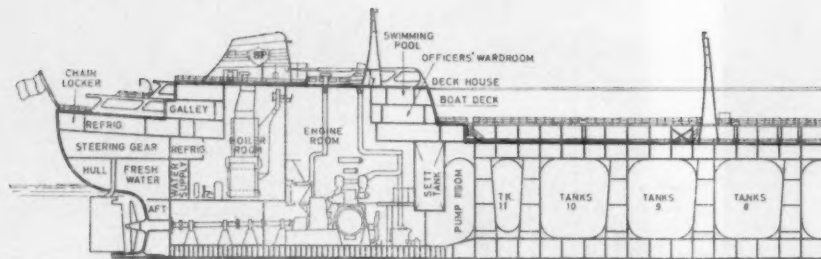
BOAT DECK



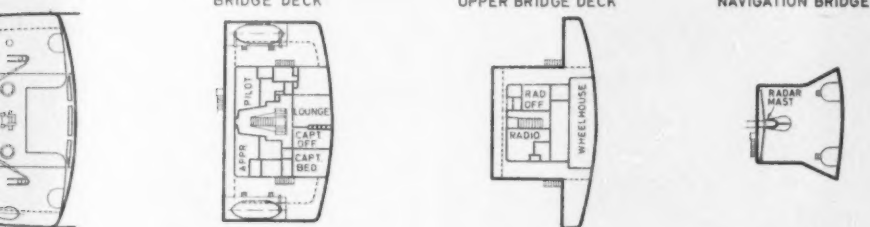
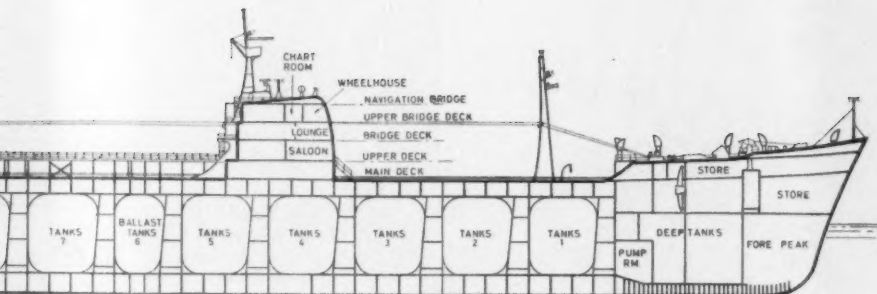
POOP DECK



General arrangement of the oil tanker "Amboise", 47,870 dwt, b

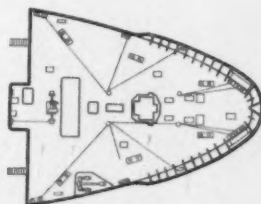
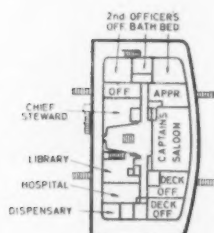


General arrangement of the oil tanker "Amboise", 47,870 dwt, built by Ateliers et Chantiers de France

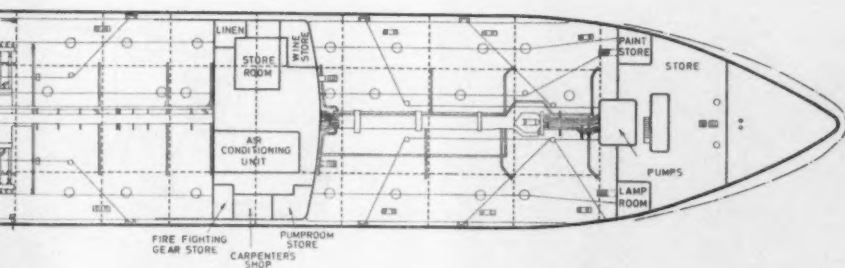


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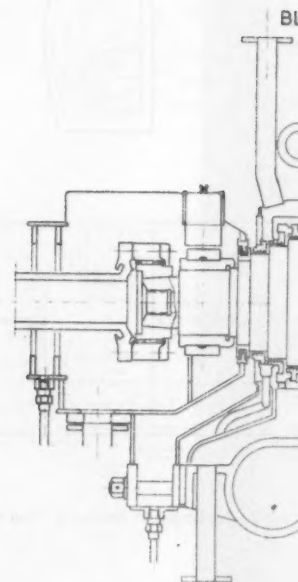
FO'CLE DECK



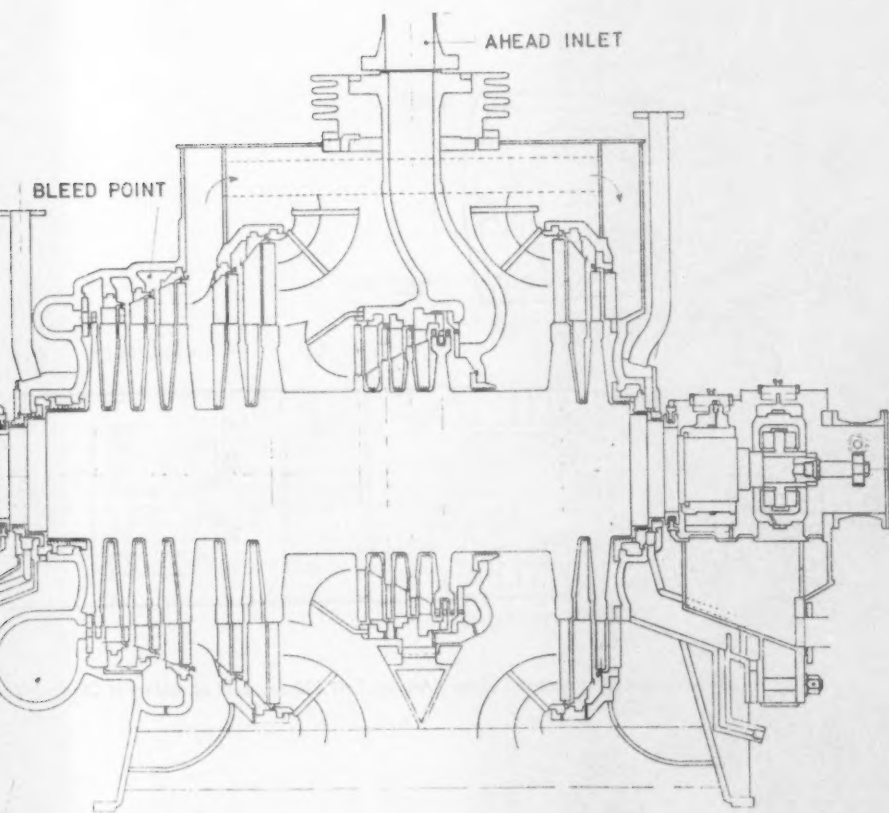
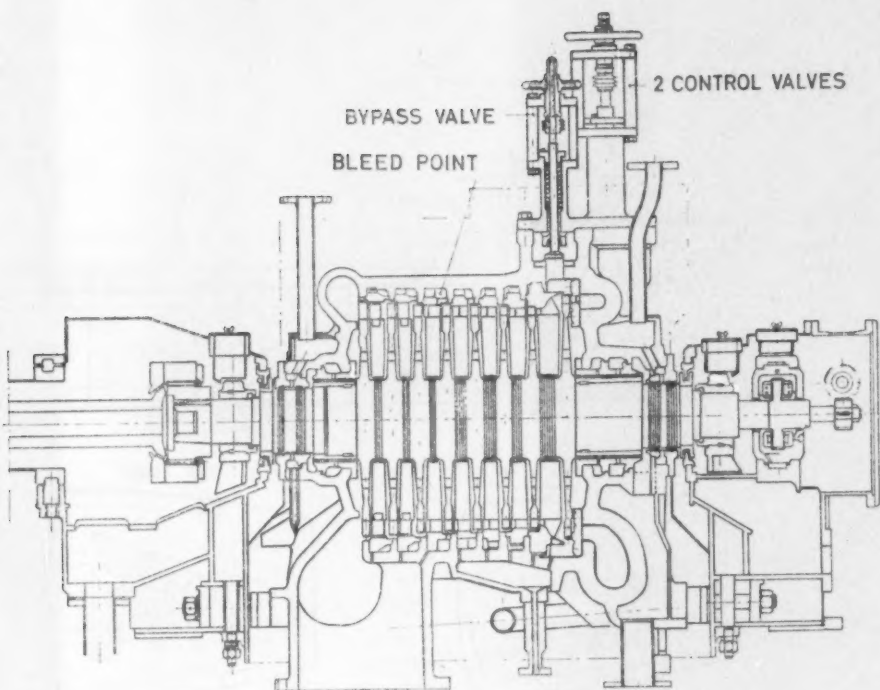
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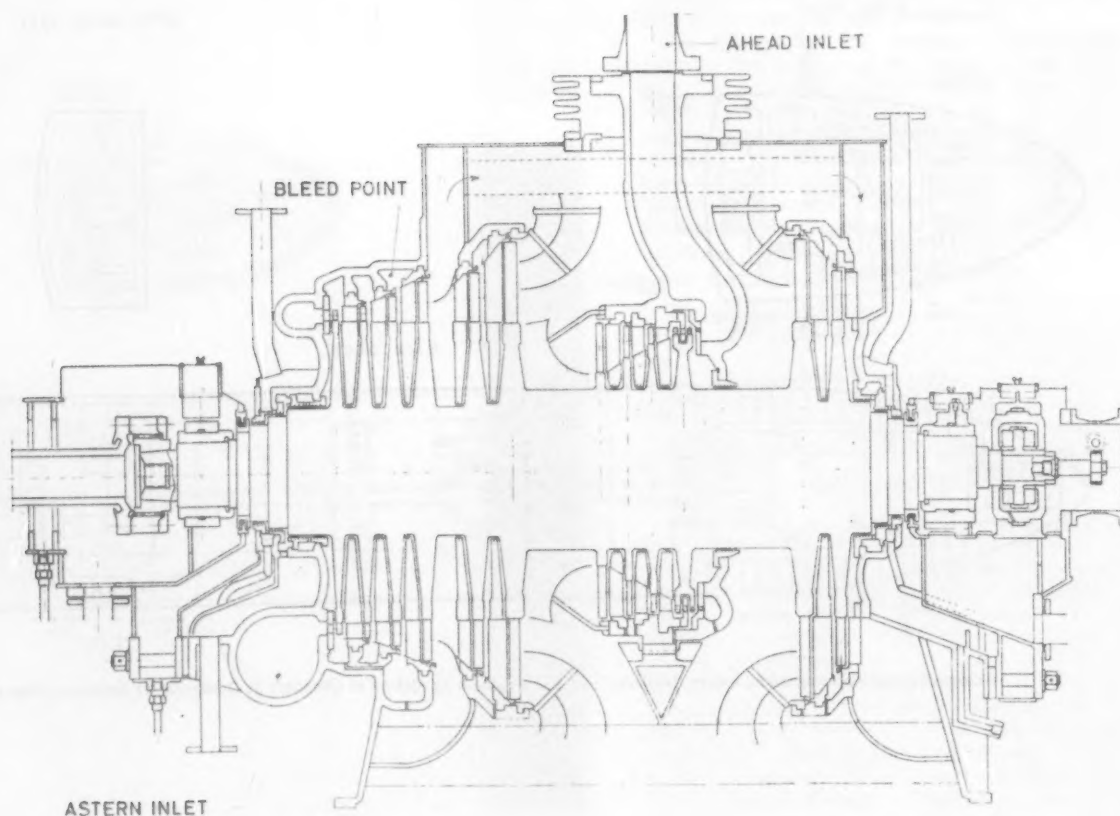
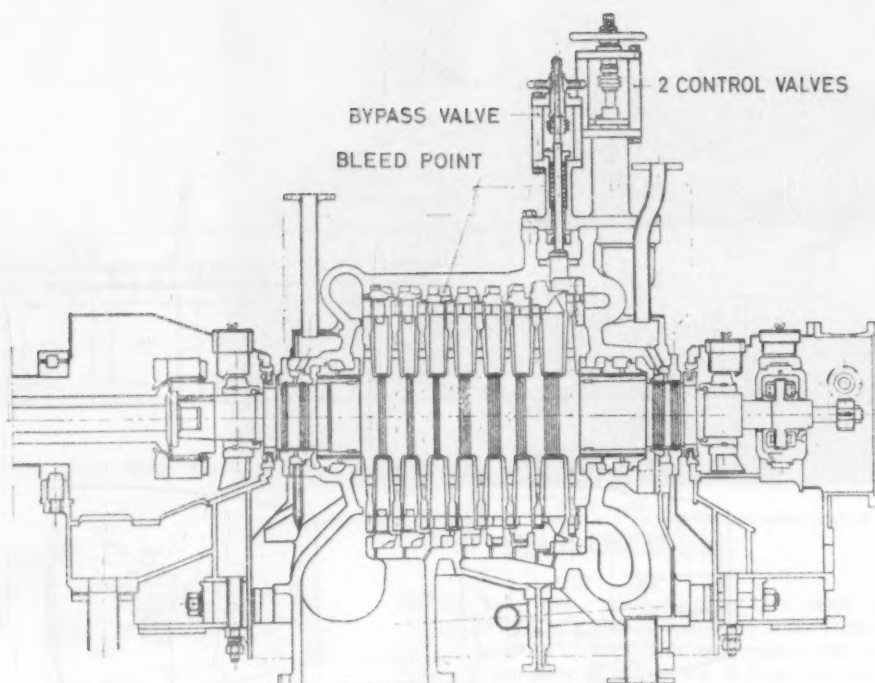
Sections through HP
and LP turbine built
by Ateliers & Chan-
tiers de Bretagne

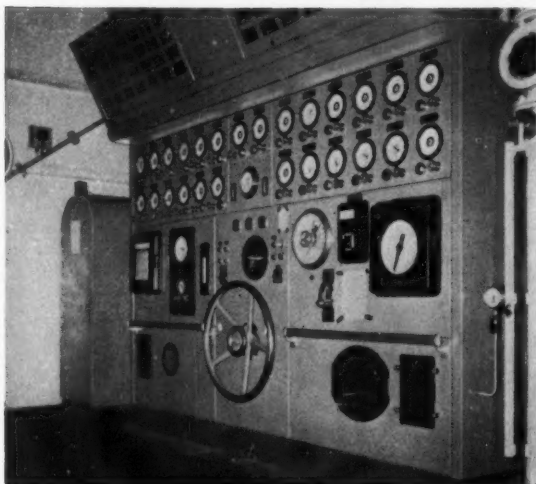


ASTERN INLET



Sections through HP
and LP turbine built
by Ateliers & Chan-
tiers de Bretagne





The main machinery control panel—a single handwheel controls both ahead and astern movement

fuel rates over the full operating range. A steam bleed-point is placed upstream from stage 6. Supported at its after end on a gearcase bracket, the HP turbine seating bridges the main condenser.

Six expansion stages, the first four of the single-flow, the last two of the double-flow type, are used in the ahead LP turbine. A bleed point is provided upstream from stage 4 and a diffuser is used to recover steam leaving the last stage of blading. At the same time this directs and distributes steam to the main condenser tubes. The main condenser serves as a support for the LP turbine using a metal to metal joint flange.

Astern power is supplied by a Curtis wheel followed by three pressure stages arranged between the two double-flow ahead wheels. The astern turbine casing arrangement permits free expansion of parts, and the astern steam inlet flange is connected to LP casing through expansion bellows. All turbine casings are of the horizontal joint type. All connections, namely steam to HP turbine, exhaust from same, steam to LP ahead turbine, and all bleed and gland connections are placed on lower casings for ease of dismantling. Casings exposed to live steam are of cast molybdenum steel. The LP casing is made up of mild steel castings and fabricated steel plate.

Shaft glands are of the labyrinth type with equalising and leak-off exhaust pockets. Gland steam control is entirely automatic through a single valve which admits make-up steam or dumps excess steam according to the turbine loading. At high loads excess steam is returned to a suitable LP stage. End pockets are connected to a

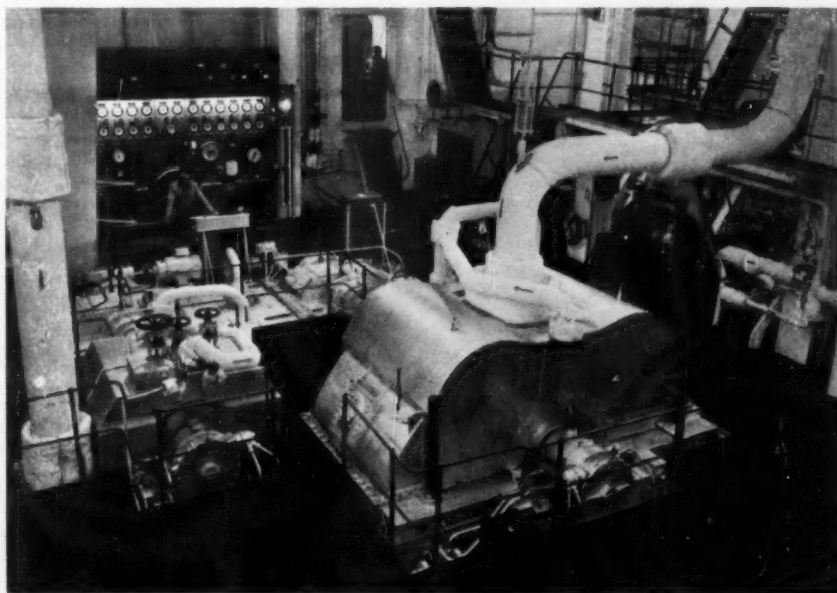
gland leak-off condenser, and no steam leaks out into the engine room.

The manoeuvring valves form a compact unit which contains an emergency stop valve and both steam admission valves, ahead and astern. All valves are of the patented Cockburns-Bretagne type with flexible discs for steam tightness. A safety device, the emergency stop, is controlled by a small pilot valve which causes it to close in response to the action of any one of the turbine safeguards should abnormal conditions develop, i.e. turbine overspeed, abnormal thrust wear, loss of condenser vacuum, or a dangerously low level in the lubricating oil gravity tank. In response to the action of a special speed governor mounted on the end of the HP turbine, the emergency stop also acts as a regulating device by reducing steam admission immediately normal maximum speed is exceeded, without altering the manoeuvring valve setting.

Both manoeuvring valves are the double-beat, single-flow, balanced type, actuated by a cam and slider arrangement, the slider being integral with the valve stem and carrying a roller which is engaged by a dual cam. Cam rotation is obtained by a worm and wheel assembly remotely operated through universal joint linkage. Rotation of the cam causes the slider to move between two vertical guideways. Both valves are operated through a single handwheel at the main control board, using a moderate force, so that reversal can be effected very quickly. These valves were designed for accurate steam flow variation even at very light loads.

Reduction Gear

The reduction gear is of the "split secondary" or interleaved type, the gears being designed to transmit the normal 19,000 shp, namely, 8,900 shp through the HP pinion and 10,100 shp through the LP pinion while reducing the speed to 107 rpm. Speed ratios are 46.21 for the HP unit, 36.97 for the LP unit, respectively. Double helical type gears with a 30 deg helix angle on the high speed side and 24 deg on the low speed side are used. All the gears were cut on a high precision hobbing machine, without subsequent grinding. All high and low-speed pinions are Ni-Cr-Mo steel forgings, and the high-speed wheels have Cr-Mo steel rims shrunk on to cast



The main propelling machinery. The neat layout and the small amount of overhead pipework is worthy of note

steel centres. Main wheel rims are low carbon Ni-Cr-Mo welding quality steel forgings directly welded to the centre without the interposition of tyres. Main wheel pitch diameter is about 13ft 3½ in. The total weight of the geared turbine set, including the main thrust, is about 170 metric tons.

Trials Results

The speed trials consisted of three triple runs and with an output of 19,225 shp (metric) at 107.9 rpm the average speed was 17.03 knots.

During these trials the plant performed slightly better than was expected. Economy operation at 18,576 shp (metric), as shown by torsionmeter readings, using 10,500 kcal/kg fuel oil (18,900 Btu/lb, gross calorific value) resulted in a fuel rate of 229 g/shp/hr (0.51/shp/hr) including generators. Excluding the latter a figure of 219 g/shp/hr (0.48 lb/shp/hr) is obtained based on propulsion only, including main auxiliaries.

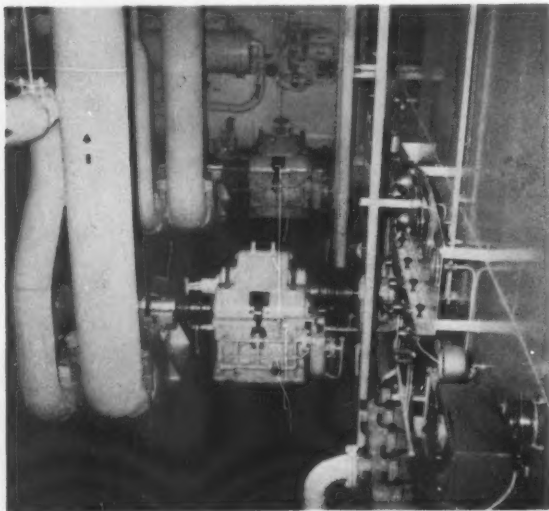
At the highest power attained, 19,968 shp, the overall fuel rate for propulsion only was 233 g/shp/hr (0.52 lb/shp/hr) burning the same oil. This peak figure was obtained without opening the overload valve. This shows that the plant is generously designed and that the 20,000 shp mark could have easily been surpassed.

The general operation was quite satisfactory, and the outstanding ability of Rateau-Bretagne turbines to sustain crash manoeuvres was demonstrated during the trials. With the ship steaming ahead on 18,000 shp the shaft was stopped in 45 seconds. Furthermore, it was observed that rotating the turbines with the turning gear during warming-up and/or shut-down periods was unnecessary. Finally, the operation of the automatic gland steam control valve drew much attention, as it assured perfect gland steam control at all times, without any manual adjustment.

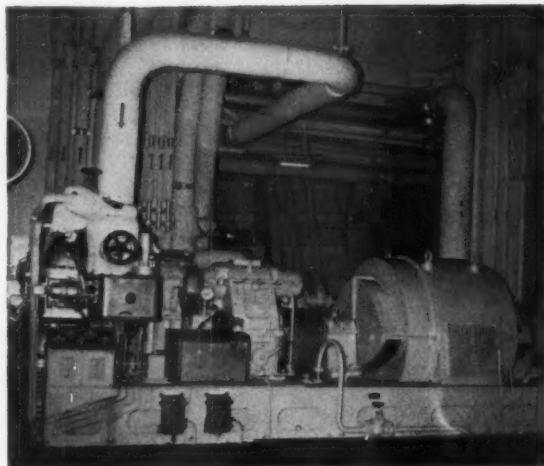
As will be seen from the accompanying photographs, the machinery layout is extremely simple and has been carried out with a minimum of pipework extending overhead. In addition to the usual access the engine room is served by an electric lift. Care has been taken to ensure that the level of sound of all engineroom equipment is as low as possible.

Steam Generation

Steam is generated in two Foster Wheeler ESD boilers built by A.C.F. Each boiler has a normal rated output



Two of the main cargo pump steam turbines and reduction gears



One of the two Breguet 850-kW turbo-alternator sets

of 62,500 lb of steam per hour; the working conditions being 640 lb/sq in and 850 deg F. Green economisers are fitted and the bled steam air heaters have been made by A.C.F. The boilers operate under Bailey control. The main control valves are of Cockburn-A.C.B. design and comprise one valve for ahead operation and one for astern. The valves are controlled from the main panel by a single handwheel, and any desired speed may be obtained by gradually adjusting the valve opening. The main circulating pump is a two-speed axial flow unit of 4,500 tons/hour capacity and is driven by an electric motor of 195 hp. The auxiliary circulating pump is rated at 2,160 tons/hr.

Other equipment includes two turbo-feed pumps of 122 tons/hr capacity and one electric feed pump of 26 tons/hr capacity. There are two ITAM salt water evaporators each capable of producing 34 tons of condensate per day. The main sea injection, high and low, the auxiliary injection and the cross-over between the two are opened and closed by means of geared electric motors, and are operated by push-button. Masoneilan control valves are fitted for supplying steam at reduced pressure for steam services.

Electricity for power and lighting is supplied at 440 volts 3-phase, 50 cycles, by two Breguet 850-kW turbo-alternators. In a soundproof compartment of the after boat deck there is also a 425-kW alternator driven by a 12-cylinder turbocharged Vee-type diesel engine built by Société Alsacienne de Constructions Mécaniques. If one or both of the turbo-alternators should fail the diesel set is started automatically and all the motors required for essential services are started up in sequence. This operation takes about 30 seconds.

The three Sulzer cargo pumps are driven through Comelor reduction gearing by 815-hp Schneider steam turbines taking steam at about 470 lb/sq in and 590 deg F. The speed reduction is from 4,500 to 1,650 rpm. There are two Butterworth pumps each of 140 tons/hour capacity.

NEW units of manufacturing equipment, recently incorporated in the Tyseley plant of Bakelite Ltd, have enabled Warerite decorative laminated plastics to be produced in sheets up to 10ft by 4ft. Sheets 3ft wide are also now in production and these are greatly facilitating the fabrication of flush door surfaces, and are proving of great advantage for many furniture surfacing applications. Although plain colours are not yet available in the new, bigger size sheets (it is hoped to produce them soon) the wide range of Warerite patterns is now in production in the new sizes.

New Evaporator for Motorships

THE "MOVAC" SEAWATER EVAPORATING AND DISTILLING PLANT

A NEW auxiliary unit which will reduce ship operating costs has been added to the wide range of marine equipment manufactured by Caird & Rayner Ltd, 777 Commercial Road, London, E14. After extensive research and experiments lasting over two years they have designed the "Movac" seawater evaporating and distilling plant which uses the heat in diesel engine jacket cooling water as the operating medium, thereby providing an inexpensive method of making fresh water available for all shipboard purposes. This British-manufactured equipment has been designed to sell at a very competitive price against that of foreign manufacture, and a 15-tons 24-hours Movac is being fitted in a motor cargo vessel of 10,200 dwt being built for Stephenson Clarke Ltd by the Burntisland Shipbuilding Co Ltd.

Owing to weight and storage a plentiful supply of fresh water is a desirable but a relatively costly item on board ship, and at some ports it can cost 10s per ton. In vessels where steam is available heat is of course provided in a convenient form for the production of distilled water from sea water; but where it is not available, as in some motorships, other forms of heat must be resorted to. In consequence, Caird & Rayner have based their design on the principle that sea water can be evaporated at a boiling temperature of as low as 100 deg F with a high vacuum in the evaporator. The temperature of diesel jacket cooling water is in fact usually about 140-150 deg F, which makes it a suitable heat exchange medium for this purpose.

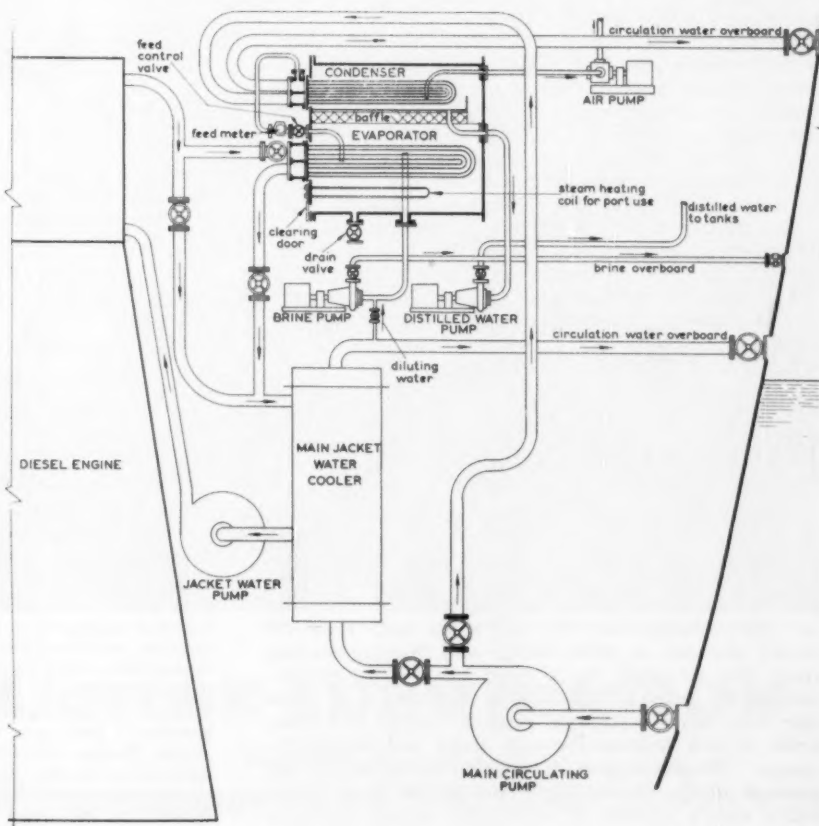
The Movac distilling plant is a self-contained unit in a single horizontal cylindrical shell, and this shell is divided horizontally by a plate which holds the vapour baffles and provides a bottom to the condenser section. Sea water from ships' services is circulated throughout the condenser and a portion of this is led as feed into the evaporating chamber. The hot diesel engine jacket water passes through the tube nest in the latter chamber and heats the salt water. The generated vapour passes into the condenser unit and the resultant distillate is withdrawn by means of a distillate extraction pump. Incoming salt feed to the evaporator is measured by means of a graduated indicator. About one-third of this is converted into distilled water, the remaining two-thirds being withdrawn to avoid build-up of brine density. The water in the evaporator chamber is maintained at a constant level by means of a weir,

with excess passing over to the brine extraction pump.

The design of the equipment is such that apart from the electric power required to drive the pumps no other power or fuel is required—only waste heat. Operation and maintenance are also easy, and due to low boiling temperature and low brine density, scale formation has been minimised. Once the plant has been set into operation, and assuming steady conditions of jacket cooling water, no further adjustments are necessary. For port use a simple steam coil can be fitted, if desired, to provide about half the rated output using steam at 100 lb/sq in.

Small Space Requirements

An important feature of the Movac is that it does not require a great deal of space in proportion to the work it can perform, and it can also be quickly installed in existing vessels at reasonable cost. Sizes are available ranging in distillate output from 5 to 30-tons/24-hours, with a 10-tons unit measuring only 5ft 3in in overall height with a length of 6ft 9in. The plant is designed to meet the requirements of Lloyd's Register, Ministry of Transport, and other classification societies. A vessel could, in fact, be completely independent of shore water supplies by using a Movac, as a small chlorinating unit is also available so that drinking water produced under these conditions can be treated according to regulations. The water produced is of a quality such that it can also be used in watertube boilers.



Flow diagram of "Movac" seawater evaporating and distilling plant

Oil Topics

RUSSIAN OIL EXPORTS

ACCORDING to the Petroleum Press Service, the best estimate that can be made on the basis available of the extent of oil exports by Russia and its Communist satellites in 1960 is that they rose to about 22.7 mn tons, compared with 16.8 mn tons in 1959. Fifteen European countries took a total of nearly 17 mn tons last year, against 12.7 mn tons in 1959. Roughly 1.75 mn tons were exported overland, the remainder having been shipped from Black Sea ports. Italy heads the list of importing countries, with 5.3 mn tons, followed by Western Germany with 2.8 mn and Finland with 2.25 mn tons; Sweden took 1.44 mn tons and Austria, Greece and France about 1 mn tons each. Just over 2 mn tons went to Cuba and 1.9 mn to the United Arab Republic. Among Asian countries (excluding Communist China) Japan is now the foremost buyer of Soviet oil. Last year's imports, at about 1.2 mn tons, largely taken by Idemitsu, were in line with the provisions of the three-year trade agreement signed in March 1960; a quantity of 1.4 mn tons was envisaged for this year, rising to 1.7 mn in 1962; but the Russians are pressing for substantial increases, so as to cover the cost of their purchases of pipe and other materials from Japan.

Effect on World Prices

THE existence of this Soviet competition is undoubtedly exerting a depressing effect on the world oil markets: the Russians' invoiced prices are usually well below normal posted prices plus normal freights etc, and the importers use this advantage to try to force their way into new markets, where the established marketers feel impelled to protect their trade. It is not always easy to discover what prices the Russians actually charge—or, indeed, to know where lies the net benefit from barter transactions such as these mostly are. Communist pricing policies are, of course, flexible, partly because the negotiators are less influenced by conventional cost considerations—especially when there are political ends to be served—than are the major Western oil suppliers, with their financial obligations and trade responsibilities to the countries where the oil is produced. And the prices which the Russians charge their customers in Eastern Europe are generally well above those realised in sales to the West. Moreover, the U.S.S.R. wants a larger stake in the world market, and its Seven-Year Plan makes an undisclosed provision for oil exports. Taking Russia and Rumania together, the share of total production exported has risen from 7 per cent in 1957 to over 14 per cent last year. All the signs are that the Communists want to increase their exports still further.

Tanker Market Report

IN THEIR latest tanker market survey Davies & Newman Ltd report that although the market during the first half of March followed a similar pattern to the active market of February, the second half of the month saw a drastically reduced demand for tonnage in all sections. There was virtually no inquiry on the part of major companies for April tonnage, and there are many early black oil vessels available in both Eastern and Western loading areas. The net result was a sharp fall in rates, particularly in the Persian Gulf, and in this latter area lower rates have again encouraged Japanese independent charterers to seek tonnage for both single and consecutive voyages. The greater part of the fixing during March was again from the Persian Gulf, and British major companies took a number of vessels early in the month at

Scale minus 50 per cent. Transatlantic business was mainly for account of one London company and was concluded at rates in the range Scale minus 57½ per cent/65 per cent, dependent on size and position. Once again much of this business was taken by supertankers as backhaul business en route for Persian Gulf. The clean market also suffered a sharp setback. Transatlantic inquiry was almost nil, and a medium-sized Norwegian vessel in a very early loading position accepted Scale minus 50 per cent for a cargo from Caribbeans to Australia. The outstanding event of the month was undoubtedly the fixture of a Norwegian newbuilding motor tanker of 41,500 dwt for seven years at 17s 3d, end 1963, the charterers being an American major company. A British major company has also asked for firm indications of rate for five years time charter, end 1963/early 1964, for vessels of 24/28,000 dwt. Although there has been a further fall in the total of tonnage laid-up, many owners are obviously considering putting their vessels into lay-up, and by the end of the current month Davies & Newman expect to see a rise in the total once again. At the moment, 187 vessels totalling about 2,774,000 dwt are laid up.

London Tanker Brokers' Panel

THE London Tanker Brokers' Panel have made further Average Freight Rate Assessments in accordance with their terms of reference, and they have declared that, as at 1 April 1961, the weighted average world tanker freights are:

General purpose vessel A.F.R.A. Scale No 3 minus 8.7%
Large vessel A.F.R.A. Scale No 3 minus 16.6%

This indicates decreases of 8.9 per cent on the general purpose vessel assessment and 5.3 per cent on the large vessel assessment, made as at 1 January 1961, or in terms of a voyage from the Netherlands West Indies to London, falls of 2s 10½d and 1s 8½d respectively.

BOOK REVIEWS

The Curve of Time, by M. Wylie Blanchet. (William Blackwood & Sons Ltd, 45 George Street, Edinburgh 2. Price 16s.)

This is a personal account of a family's experiences "messing about" in a boat in British Columbian waters; and, as the title indicates, it really has no beginning and no logical end, but otherwise it is pleasantly written.

Flotte Marchande Française, 1961, by Robert Gruss. (Editions Maritimes et D'Outre-Mer, 17 Rue Jacob, Paris 9. Price NF 39.)

The principal part of this well illustrated book is devoted to giving the principal particulars of all the ships in the French merchant fleet, arranged according to types. It also includes a statistical section, a directory of French shipowners, and an index to ships' names. It is a useful book of reference to French merchant ships.

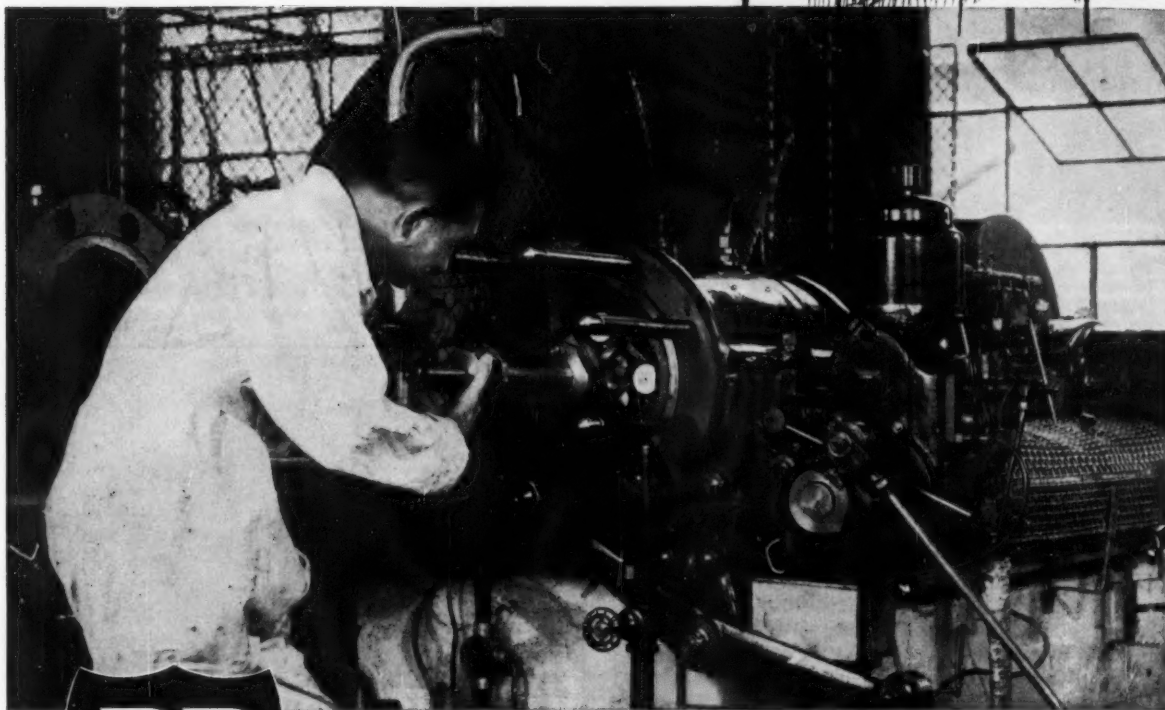
The Directory of Shipowners, Shipbuilders & Marine Engineers, 1961 (Tothill Press Ltd, 33 Tothill Street, London SW1. Price 60s net.)

The 59th edition of this well-established reference book has again been carefully revised, and the sections devoted to Shipowners, Shipbuilders, Consultants and Classification Societies, together with the personal, ship and general indexes carefully scrutinised and amended where necessary. Although there is little difference in size from the previous edition (1,100 pages), by means of typographical rearrangement and the removal of a small number of minor companies, it has been possible to find space for some 50 fleets not previously included. Tankers naturally occupy the principal place in the additions to the new volume. Divider tabs, introduced last year to mark the start of the various sections, have again been included, as these have proved a boon to the busy executive.

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A BP Technician checking cylinder bore after a test run on BP Energol Lubricants.



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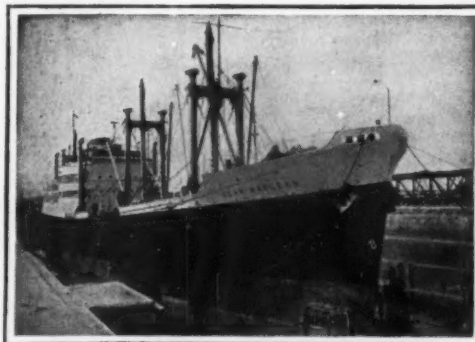
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London Airport

THE GROWING DEMANDS ON ITS FACILITIES

By D. M. Brace

RISE in London Airport's central area is a vast new concrete and glass edifice—it can be seen away to the right as one emerges from the tunnel. This is to be the long-awaited long-haul passenger building, and before the end of this year it will be taking over some of the services which have hitherto been handled at the shantytown of "temporary" buildings along the airport's northern boundary. But will London Airport be capable of meeting the demands made upon it even when the £1 million-plus addition to its facilities is completed? Ever since it came into being as a civil airport immediately after the war it has been the centre of criticism—and, no doubt, will continue to be in the years ahead.

To date some £30 million of public money has been expended on London Airport, and as the changing pattern of commercial aviation produces new demands, so additional expenditure is incurred. Typical of this has been the recent lengthening of one of the main runways by 1,000ft to a total length of 11,000ft, an extremely expensive operation made necessary by the runway demands of the big jet airliners.

It is easy to be critical of the planners, but it must be recognised that commercial aviation generally has far exceeded the expectations of most people. I have just been re-examining a report issued in 1957 on the development of London Airport; in the course of that report it was estimated that by 1960 the airport would be handling 4,800,000 passengers and some 130,000 aircraft movements. In fact the 1960 totals were: passengers, 5,380,937; aircraft movements, 146,506. It will be seen that the number of passengers passing through the airport was over 500,000 in excess of an estimate made but four years ago. In the same way, who in the early 1950s could have foreseen that huge jet airliners carrying 150 and more passengers, and needing well over 10,000ft of runway in order to take off, would, within a decade, be in service with nearly every major airline in the world. Those are the types of growth and progress which can radically alter plans almost overnight and which have involved expenditure considered by many to be wasteful.

Early Development

London Airport can trace its history back to the early days of aviation, for it was originally a grass airfield belonging to one of the major aircraft manufacturing companies. Towards the end of the last war work started on an aerodrome for the RAF on the site; it was to be used by Transport Command, and it was intended that it should form the basis of a postwar international airport for London. The RAF aerodrome was on the conventional three-runway triangular layout. Early plans envisaged the development of the airfield into a six-runway system, so providing three parallel sets of runways. A further planned stage was to provide three additional runways north of the Bath Road, but in 1952 it was decided not to proceed with these since it was considered that the comparatively small additional capacity which would result would not justify the expenditure. In those days, it must be remembered, most transport aircraft were of the tail-wheel type, which is far more critical of crosswinds than is a machine with a tricycle undercarriage.

In January 1946 the airport came into use for civil aviation. It then had one runway, and work was pro-

ceeding on the two further runways under the RAF layout. Passenger-handling facilities were, to say the least, crude; marquees and ex-Service caravans were in widespread use; the whole airport area was a sea of mud. Gradually order came out of chaos. The tents gave way to temporary buildings; concrete was laid; more runways came into use. Throughout the whole of this period Northolt Airport, a few miles north of London Airport, was being used by many of the short-haul airlines, notably BEA. After the early runway work had been completed, construction started in the central area of the airport on the first permanent buildings; communication between this area and the Bath Road was to be by a tunnel passing under the main runway.

Far-Reaching Recommendations

On 17 April 1955 a BEA Viscount taxied away from the new buildings, and so inaugurated services from London Airport Central. The main passenger building in the central area was designed exclusively for the short-haul operators, the companies operating the long-distance services continuing to operate from the north side of the airport. In the same year a special committee was set up under the chairmanship of Sir Eric Millbourn to "review the development of London Airport, and to make recommendations for the next phase, and in particular for the most economical means of meeting requirements for: future passenger handling; accommodation for freight handling; hangars in the maintenance areas, apron accommodation, car parks; internal road system." The committee estimated that by 1965 the airport should be capable of handling 9 mn passengers and by 1970, 13½ mn passengers. The final recommendations of that body were far-reaching. They included the call for a long-haul passenger building which should be constructed "as soon as possible to take the services now operating in the congested northern terminal." That report was issued in April 1957; it was not until towards the end of 1959 that the "go ahead" for the new building was granted. It had been hoped that it would be sufficiently completed to enable BOAC to move in for the peak of this year's summer season, and that the remainder of the long-distance airliners would follow early in 1962. However, I recently learned that (perhaps inevitably) the timetable has slipped somewhat behind schedule, and it is unlikely that BOAC will be operating from the central area before October or November.

The new building, seen from above, will be in the shape of a flat U, with two short piers jutting out from the extremities of the main passenger building. This will enable aircraft to be parked on three aprons round the building. At a later stage, if considered necessary, it will be possible to lengthen the stubs into full piers and so increase the number of aircraft stands. Most of the passenger-handling operations will be carried out at first-floor level, so leaving the ground floor clear for the movement of baggage etc.

Incredible as it may seem at this late stage in the building's construction, I understand that the final decision has not yet been taken on whether piers are to be built, and if they are, just how they will be situated. One of the major problems confronting the planners is the turning radius of a big jet airliner, and the associated

Air Transport Section

problem of blast from its engines. It seems likely that a system of the aircraft being stopped some way from the buildings, and then towed to the stand, will be adopted. In the reverse direction, an aircraft will be moved away from the building by some outside power unit, and then start its own engines. (While on this point I was interested to note last month, when I flew to Los Angeles on the inaugural BOAC service to that City, that our Boeing 707 was pushed backwards away from the North buildings by a tractor and then turned; it was only when we were on the taxiway parallel with the Bath Road that the captain started up the jet engines.)

As aircraft become bigger, so the problem of stand space at airports becomes more acute. To accommodate a number of VC.10 airliners it would be necessary to have stand centres 340ft apart, if the aircraft are to be moved to and from the buildings under their own power. A system of towing will enable aircraft to be parked much closer together, and will also simplify the blast problem from jet engines. This latter is already causing concern. However, the low-slung engines of the Boeing 707s, DC-8s and Comets are comparatively easy to screen; blast screens of about 3ft in height have been found sufficient. But the VC.10, with its engines some 15ft above ground level, is going to produce an entirely new set of problems—hence, the airport planners' desire to move jet airliners away from buildings before the engines are started.

Airports and Seaports

It may seem that I am attempting to defend the planners too much if I keep referring to the numerous changes that have effected airports in the space of a few years, but so often I hear comparisons drawn between seaports and airports. It seems to be generally forgotten that once a new dock system is completed it is probable that it will meet the shipping needs for a half a century or more. Ships may grow in size over the years, and may demand larger locks, but fundamentally the dock system will be sufficient to the demands over a great many years. Not so with the airport. Are we to cease any further development of London Airport now because in ten years time the advent of vertical take-off and landing *may* have made runways obsolescent. Should we not start work on a second short-haul passenger building (a building which many believe will shortly be essential) because it *may* be decided that a further airport to serve the London area will be necessary? Should we not improve the road communications to the airport because one day it *may* be decided to build a rail link into the central area? One can go on and on.

There seems little doubt that London Airport will be unable to meet the demands likely to be made upon it in the years that lie ahead unless further considerable sums of money are spent on its development. The 1957 Millbourn report stated: "The expenditure on the airport of a sum of the order of £17 mn is required to provide a full return on the capital investment. It is further necessary if London Airport is to continue to render the standard of service appropriate to its geographical position on the air routes of the world and to the needs of civil aviation and the commerce of this country."

Cargo Handling

Then there will be a demand for a special building for the handling of cargo. This facet of airline operations, which has until now remained somewhat in the background, seems destined to grow apace in the years which lie immediately ahead, and it will be essential to have special facilities to handle this expanding traffic. With the anticipated increase in traffic using the airport there

will be an associated requirement for an increase in the number of aircraft stands. This was recognised by the Millbourn Committee, which suggested that it might be necessary to close No 6 runway to provide additional stand space. Finally, there is an urgent need to increase the car-parking facilities. Only recently the Minister of Aviation has agreed to increase parking fees to a limit which will deter travellers from taking their cars to the airport, because the car parks are so overcrowded; multi-storey car parks in the central area would appear to be the answer to this particular problem. There still remains the thorny question of a rail link direct into the central area. For years BEA have been asking for a link to be built to join the main Victoria line at Farnham. It is estimated that this link, including the tunnel work necessary to take it into the centre of the airport, would involve an outlay of about £18 mn.

The Problem of Finance

There have recently been suggestions that London's airports—London Airport (Heathrow) and London Airport (Gatwick) are now their official names—should come under the control of a special authority, somewhat on the lines of the Port of London Authority. Undoubtedly such a move would have its advantages. Direct control would be taken out of the hands of the Minister of Aviation, with the resultant possibility that development work would go ahead at a greater pace. There would, of course, remain the problem of finance. The present Minister has said that the airports must be made to pay their way, and to this end has increased the landing fees to a considerable extent. London Airport now demands fees in the region of £250 for a fully-laden Boeing 707. This level of charges already makes London Airport one of the most expensive international airports in the world.

Of course the airports should be made to pay their way, but how is that to be achieved? If landing fees are to be increased to sufficient level to pay for the development work being carried out then the airport would become so expensive that airlines would be forced to reduce their operations into London. And then, presumably, charges would have to be further raised to compensate for the loss of traffic. It would be a never-ending spiral. It is difficult to see how the airports will be made to pay their way until a modicum of sanity prevails among the airlines themselves. Each new generation of aircraft produces its own peculiar demands on the airport—and from that I exclude the handling of more passengers as aircraft increase in size.

When one sees so many aircraft at London Airport—landing, taking off, moving to and from the runways, loading or disembarking passengers—it is a little difficult to realise that this great airport is far from being the busiest in the world. In terms of total movements it was last year exceeded by no less than 55 other airports, Midway Airport at Chicago being the busiest at 376,030 movements (against London's 146,500). But, of course, Midway handles a considerable number of small aircraft, such as business executive machines. If, however, we confine ourselves to air transport movements London improves to twelfth position with 134,626 movements; again Midway is in first place with just under 300,000 movements. On the credit side of the picture it should be mentioned that London takes pride of place in airports outside the United States. Nevertheless it is obvious that London Airport has still a long way to go before it can consider itself to be one of the major airports of the world. Unless much additional money, and considerable work, is poured into it in the not too distant future, it seems likely that it will slip back from the position it holds today.

Air Charter Market

THE TREND TOWARDS LOWER RATES

By a Special Correspondent

BRITISH air brokers can look back on March with a certain amount of satisfaction, knowing that the month's business should enable them to add a little to their summer holiday funds. Inquiries on the London air charter market were plentiful, and the numbers of fixtures concluded maintained a good level, particularly during the earlier part of the month. Towards the end, however, there was a repetition of conditions that prevailed at the same time last year, with too many inquiries chasing too few aircraft, and so the amount of firm business conducted during the last week was somewhat curtailed.

Business opened firmly, with new inquiries flowing in a steady stream and of sufficient variety to interest most, if not all, brokers. With a wide selection of aircraft available—a position that was to change markedly by the end of the month—brokers found it comparatively easy to meet charterers' requirements for European flights, and as a result a number of medium-haul fixtures were concluded. Lambert Brothers Ltd reported at this time that the main problem confronting brokers was the difficulty in placing westbound business from the Far East during the first two weeks of March. What loads that were offering in the Far East were scattered, there was a dearth of aircraft in position and little, if any, east-bound traffic available to entice the equipment out there, and the existing westbound rates were not sufficient to encourage operators to send their aircraft eastwards without a cargo.

A Firm Market

The firm market conditions of the first few days of March were maintained during the following fortnight, the first week of which was highlighted by the numbers of fixtures concluded for the movement of seamen. It was during this week that the aircraft availability position tightened, resulting in a hardening of rates for the more modern types of aircraft. Fresh inquiries at this stage were largely for second half of March movement.

In the second week there was no one feature of the market that stood out from the rest, although conditions generally remained lively. With the exception of the Easter weekend, equipment for prompt movement was in reasonably good supply. If any section merited particular attention, it was probably the inclusive tour section, where there was a last-minute spurt in activity before the closing date for applications to the Air Transport Licensing Board for licences to operate next winter; concurrently fixtures were being reported for 1962 summer tours.

Just after the middle of the month activity eased a little, although there was still a good level of business being conducted and fresh inquiries were by no means in short supply. Again a shortage of aircraft made itself felt, for April as well as prompt movement, and in some cases for May work. Nevertheless, brokers found it possible to satisfy most charterers, the biggest difficulties being experienced in the Far East section. The shortage of aircraft became even more evident during the last week of March, and frustration was particularly apparent where brokers were seeking equipment to transport ships' crews from the Far East. But, over all, brokers should be well pleased with the way in which their business hours were filled during March 1961.

The hands of those scheduled airlines pressing for a still lower IATA trans-Atlantic fare were strengthened in March by announcements from both Seaboard & Western

Airlines Inc. and the Flying Tiger Line. The first move was made by Seaboard & Western, who stated that they had applied to the U.S. Civil Aeronautics Board for permission to carry passengers on their all-cargo flights across the North Atlantic. The idea is for passengers to turn up at the airport in the hope that there will be space on the aircraft for them, no bookings being taken until six hours before the flight is due to take place. With this scheme Seaboard & Western are proposing a single fare from New York to London of about £46.

Later in the month the Flying Tiger Line came forward with proposals for still lower trans-Atlantic rates for group charters. Their new schedule of rates means that with a full Super Constellation (119 seats) a passenger can make a return flight between London and New York for as little as £35 8s, which is not far short of half of the previous lowest trans-Atlantic rates. It was only a short while ago (SW, 14.12.60) that the Flying Tiger Line decided to open a European headquarters in London and at the same time announced its intention to offer a return group charter rate across the Atlantic as low as £58. With this latest reduction, one wonders what they will produce when they take delivery of the 172-seater Canadair CL-44 aircraft they have on order.

Decisions Postponed

Another American company, Capitol Airways, are intending to increase their trans-Atlantic fleet by 50 per cent by the addition of Super Constellations in "a bid for a lion's share of the mushrooming group charter business." The threatened Atlantic air cargo rate war was, if nothing more, postponed by the decision of IATA to extend existing North Atlantic cargo rates beyond April 10 to June 30, but agreement has still to be reached on a new rates structure to prevent a "free for all" in the summer.

At the annual meeting of the Airbrokers' Association, the retiring chairman, Mr Basil Smailes, announced that a new charterparty form for air brokers had been prepared in draft form. He hoped that when it was available for general use as many members as possible would make full use of it.

KLM Royal Dutch Airlines, one of the most active of scheduled airlines in charter operations, are this month undertaking a movement of particular interest. They are transporting 56 members of the Royal Ballet Company, plus about 5½ tons of freight, including props and costumes etc, by DC7C from London to Tokyo. On May 15 the company will be taken by KLM Super Constellation from Tokyo to Hong Kong, then three days later to Manila and after a further four days a Super Constellation will be bringing the company back to London. The Dutch airlines are, incidentally, transferring their DC8 jet charter operations out of London to Stansted Airport in Essex. They have at present 30 such flights arranged for the spring and summer, the first of which was made at the end of March.

OLYMPIC AIRWAYS carried 494,568 passengers in 1960, compared with 425,428 in 1959, an increase of 16.2 per cent. Cargo, baggage and excess baggage rose from 4,595,543 kg to 11,974,000 kg, an increase of 260.5 per cent. Their carryings of mail rose from 598,471 kg to 805,000 kg, an increase of 17 per cent.

Analysis of British Tonnage

UNITED KINGDOM MERCHANT SHIPS IN PRIVATE OWNERSHIP

THE accompanying tables provide a detailed statistical analysis of the merchant ships of 500 grt and over in private ownership on the United Kingdom and Colonial registers. The tables break down the fleet into its main constituent parts and further subdivide some of the groups into age and size categories. Full details of the definitions according to which these tables have been compiled were given in THE SHIPPING WORLD of 1 February 1961. They exclude Canadian-owned tonnage permanently transferred to U.K. registry, which at 31 January 1961 amounted to 250,000 grt.

The merchant fleet covered by these statistics on 1 April 1961 totalled 20,910,711 grt, an increase of 437,381 grt during the first quarter of the year. The increase was mainly in the tanker fleet, which grew by 394,459 grt during the quarter. The tramp fleet also increased, by 146,356 grt during the quarter, but liners showed a net decline of 63,598 grt and the coastal fleet of 40,836 grt.

New deliveries of ocean-going liners during the quarter amounted to 68,673 grt, but these were more than offset

by the tonnage disposed of for tramp trading or scrapping. The tonnage of liners built in 1941 and earlier declined by 49,178 grt, while a total of 97,252 grt of vessels built during the years 1942 to 1947 inclusive was disposed of from the liner fleet. Vessels of 6,000/9,999 grt decreased by 52,332 grt and those of 3,000/5,999 grt by 31,622 grt. Larger tonnage was affected by the loss of the *Runic* (13,587 grt) and the purchase of the *Cathay* and *Chitral* (totalling 27,721 grt) from Belgium.

Ocean-going tramp tonnage increased during the quarter by 146,356 grt, of which 83,728 grt was accounted for by new deliveries and 52,284 grt by acquisitions of ships built in 1942-47 inclusive. Prewar tonnage declined by only 7,313 grt. Vessels of 7,000 grt and over accounted for 121,441 grt of the increase, and ore carriers for 29,930 grt. Coastal and short-sea tonnage declined by 40,836 grt, but much of this decrease is properly attributable to earlier periods, owing to the late reporting of the loss, disposal or scrapping of small ships, particularly short-sea and coastal tramps, which showed a drop of 33,407 grt. In other coastal categories there was little

TABLE I
BRITISH MERCHANT SHIPS IN PRIVATE OWNERSHIP*

	1 Jan. 1959 grt	1 Jan. 1960 grt	1 Jan. 1961 grt	1 Apr. 1961 grt
Non-tankers:				
Ocean-going liners	8,571,914	8,557,646	8,608,512	8,544,914
Ocean-going tramps	2,365,918	3,314,576	3,828,899	3,975,255
Short-sea and coastal	1,605,496	1,448,390	1,447,661	1,404,697
	13,543,328	13,322,612	13,885,072	13,924,866
Tankers	5,729,727	6,477,765	6,588,258	6,985,845
Total	19,273,055	19,810,377	20,473,330	20,910,711

* Vessels of 500 grt and over in private ownership and on the United Kingdom or Colonial register, according to records available and information received by THE SHIPPING WORLD up to dates specified. Tonnage managed by shipowners on behalf of the Ministry of Transport, or managed on behalf of Canadian owners (but registered in the U.K.), is not included.

TABLE II
AGE OF OCEAN-GOING LINERS AND TRAMPS*

LINERS			TRAMPS		
1 Apr. 1961 grt	1 Jan. 1961 grt	Year of Build	1 Jan. 1961 grt	1 Apr. 1961 grt	
1,534,565	1,583,743	1941 and earlier	532,231	524,918	
208,343	215,456	1942	206,559	184,957	
261,254	311,696	1943	287,299	323,073	
466,706	477,444	1944	217,466	221,002	
336,597	343,879	1945	150,752	173,318	
416,030	422,702	1946	66,053	66,053	
462,263	477,271	1947	33,397	45,407	
549,796	549,799	1948	24,169	23,131	
500,802	500,802	1949	49,841	49,841	
457,570	471,157	1950	77,571	68,228	
308,912	308,912	1951	28,806	32,844	
343,444	343,444	1952	69,509	69,549	
173,807	173,807	1953	127,168	139,094	
345,507	345,507	1954	124,842	124,842	
299,556	299,556	1955	123,470	123,470	
376,040	362,241	1956	214,554	214,554	
396,847	382,925	1957	310,685	310,685	
316,162	316,121	1958	455,997	456,885	
320,993	320,993	1959	341,291	341,291	
401,017	401,057	1960	387,239	398,385	
68,673	—	1961	—	83,728	
8,544,914	8,608,512		3,828,899	3,975,255	

* Excluding cross-Channel passenger ships and coastal colliers of 3,000 grt and over, which are included in Tables III and V.

TABLE III
LINER TONNAGE BY SIZE
Dry cargo vessels of 500 grt and over*

Size	1 Jan. 1959 grt	1 Jan. 1960 grt	1 Jan. 1961 grt	1 Apr. 1961 grt
Ocean-going:				
30,000 grt and over	234,748	234,748	314,311	314,311
20,29,999 grt	922,809	943,391	916,015	916,015
15/19,999 grt	252,810	252,697	252,662	252,662
10/14,999 grt	1,391,343	1,396,433	1,393,335	1,413,691
6/9,999 grt	4,809,238	4,751,820	4,747,892	4,695,560
3/5,999 grt	960,966	978,557	984,297	952,675
Total ocean-going	8,571,914	8,557,646	8,608,512	8,544,914
Coastal, etc.	604,953	585,149	581,254	577,063
Total	9,176,867	9,142,795	9,189,766	9,121,977

* This table does not include colliers as shown separately in Table V, or tankers.

TABLE IV
TRAMP TONNAGE BY SIZE
Dry cargo vessels of 500 grt and over*

	1 Jan. 1959 grt	1 Jan. 1960 grt	1 Jan. 1961 grt	1 Apr. 1961 grt
Ocean-going:				
7,000 grt and over	1,645,307	1,768,813	2,232,630	2,354,071
6/6,999 grt	625,906	590,624	623,718	643,106
5/5,999 grt	775,380	696,346	679,352	675,070
4/4,999 grt	198,632	175,357	198,150	193,987
3/3,999 grt	120,693	83,436	95,049	109,021
Total ocean-going	3,365,918	3,314,576	3,828,899	3,975,255
* Coastal, etc.:				
1,500/2,999 grt	176,219	147,341	130,830	116,067
500/1,499 grt	244,920	221,663	226,470	207,826
Total U.K.	3,787,057	3,683,580	4,186,199	4,299,148
On Colonial register	258,144	208,313	222,669	223,503
Total	4,045,201	3,891,893	4,408,868	4,522,651

* Excluding colliers as shown in Table V.

TABLE V
COASTAL AND SHORT-SEA TRADERS
Ships of 500 to 2,999 grt*

	1 Jan. 1959 grt	1 Jan. 1960 grt	1 Jan. 1961 grt	1 Apr. 1961 grt
Liners, short-sea	221,832	208,990	205,289	203,437
.. coastal	189,513	181,593	178,600	180,971
.. passenger	193,608	194,566	197,365	192,655
	604,953	585,149	581,254	577,063
Tramps, short-sea	176,219	147,341	130,830	116,067
.. U.K. coastal	244,920	221,663	226,470	207,826
Colliers	321,260	297,924	286,438	280,238
	1,347,352	1,252,077	1,224,992	1,181,194
On Colonial register (dry cargo)	258,144	208,313	222,669	223,503
	1,605,496	1,460,390	1,447,661	1,404,697
Tankers	126,956	139,602	140,624	142,752
Total	1,732,452	1,599,992	1,588,285	1,547,449

* Cross-Channel passenger ships and coastal colliers of over 3,000 grt are included in this table.

TABLE VI
TANKER TONNAGE BY SIZE
Ships of 500 grt and over*

	1 Jan. 1959 grt	1 Jan. 1960 grt	1 Jan. 1961 grt	1 Apr. 1961 grt
Ocean-going:				
30,000 grt and over	1,070,389	1,709,979	1,915,002	2,099,300
18/29,999 grt	1,248,604	1,583,467	1,750,827	1,759,422
12/17,999 grt	1,564,932	1,555,070	1,386,387	1,364,632
8/9,999 grt	1,280,783	1,080,143	836,446	793,986
6/7,999 grt	309,448	277,046	242,526	249,345
3/5,999 grt	83,530	87,373	128,250	133,687
Total ocean-going	5,557,686	6,293,078	6,417,852	6,812,311
Coastal, etc.:				
500/2,999 grt	126,956	139,602	140,624	142,752
	5,684,642	6,432,680	6,558,476	6,955,063
Whaling factory ships	45,085	45,085	29,782	29,782
Total	5,729,727	6,477,765	6,588,258	6,985,845

* This table does not include tankers used as store ships, and excludes Royal Fleet Auxiliary tankers.

TABLE VII
OCEAN-GOING TANKER TONNAGE IN AGE-GROUPS
Ships of 3,000 grt and over*

Year of Build	1 Jan. 1959 grt	1 Jan. 1960 grt	1 Jan. 1961 grt	1 Apr. 1961 grt
1941 and earlier	9,308	318,411	240,332	224,099
1942	123,179	88,485	44,102	34,313
1943	200,733	136,155	98,941	90,719
1944	386,969	309,234	150,610	142,394
1945	391,522	379,956	207,148	207,148
1946	178,436	183,993	166,432	171,869
1947	77,854	67,897	66,137	66,137
1948	129,938	129,938	123,410	123,410
1949	183,580	279,025	248,030	199,319
1950	275,607	275,607	269,131	265,148
1951	260,133	260,133	260,133	260,133
1952	383,153	399,280	411,801	411,801
1953	478,980	461,593	477,986	465,408
1954	494,729	494,729	515,445	536,848
1955	367,669	367,680	356,969	356,969
1956	235,278	235,278	235,278	235,278
1957	453,988	453,988	475,391	475,391
1958	526,630	615,966	635,303	635,303
1959	—	835,730	848,691	889,953
1960	—	—	586,312	618,079
1961	—	—	—	402,592
Total	5,557,686	6,293,078	6,417,852	6,812,311

* This table excludes whaling factory ships, coastal tankers, tankers used as store ships, and Royal Fleet Auxiliary tankers.

TABLE VIII
DELIVERIES OF NEW SHIPS TO BRITISH OWNERS
(Vessels of 3,000 grt and over)

Year	Liners	Tramps	Tankers	Total
1951	318,111	39,245	259,827	617,183
1952	339,003	76,649	356,539	772,191
1953	170,474	150,078	529,568	850,120
1954	345,196	140,057	494,729	979,982
1955	298,639	127,051	367,653	793,343
1956	362,203	200,924	289,161	852,288
1957	384,978	324,392	453,988	1,163,358
1958	326,149	451,135	615,966	1,393,250
1959	322,668	344,020	848,961	1,515,649
1960	401,047	398,385	618,079	1,417,511
Total	3,268,468	2,251,936	4,834,471	10,354,875

TABLE IX
NET ANNUAL INCREASE OR DECREASE IN TONNAGE
(Vessels of 3,000 grt and over)

Year	Liners	Tramps	Tankers	Total
1951	55,739	(346,286)	192,352	(98,195)
1952	21,509	(248,314)	231,698	4,884
1953	(72,001)	40,862	300,693	269,554
1954	183,874	(4,935)	110,459	289,398
1955	150,149	(115,950)	154,331	188,530
1956	83,933	100,415	269,566	453,914
1957	155,522	294,216	328,279	778,017
1958	(30,999)	264,900	346,950	580,851
1959	(30,996)	(71,640)	659,287	557,651
1960	58,120	525,402	143,310	726,832
Total	574,850	434,670	2,736,916	3,746,436

NOTE: Figures in brackets indicate net decreases.

TABLE X
ANNUAL RATE OF DISPOSAL
(Vessels of 3,000 grt and over)

Year	Liners	Tramps	Tankers	Total
1951	262,372	385,531	67,475	715,378
1952	317,494	324,963	124,850	767,307
1953	242,475	109,216	228,875	580,566
1954	161,322	454,992	384,270	690,584
1955	148,490	243,001	213,322	604,813
1956	278,270	100,509	19,595	398,374
1957	229,456	30,176	125,709	385,341
1958	357,168	186,235	268,996	812,399
1959	353,664	419,660	189,674	962,998
1960	342,927	(127,017)	474,769	690,679
Total	2,693,638	1,817,266	2,097,535	6,608,439

NOTE: Figures in brackets indicate surplus through acquisitions from sources other than new deliveries.

change over the quarter, although the trend continued with colliers declining by 6,200 grt and tankers increasing by 2,128 grt.

The tanker fleet is within striking distance of the 7,000,000-grt mark with the delivery of an exceptional number of very large tankers during the last three months, in which new deliveries totalled 402,592 grt. In addition 72,759 grt of tankers built in 1960 and 1959 were brought into the tables. War-built tanker tonnage declined by 42,460 grt during the quarter and vessels built in 1949 by 48,711 grt. The accent was on the growth of very large

tankers, vessels of 30,000 grt and over having increased by 253,525 grt during the quarter to make a total of 411,939 grt in this category. Vessels of 18,000/29,999 grt increased by 184,298 grt to make a total of 2,099,300 grt. Tankers of 8,000/11,999 grt, however, decreased by 64,215 grt.

Special attention is drawn to Tables VIII, IX and X, which are only compiled annually. They indicate changes in the composition of the British merchant fleet over the last ten years. Table VIII gives details of the new tonnage delivered to British shipowners in each year according to type. Table IX shows the net annual decrease or increase in tonnage of the various categories in the same period. Table X, which is derived from the differences between totals in Tables VIII and IX, shows the amount of tonnage disposed of in each year, whether by scrapping, casualty, conversion or sale abroad. Where a minus quantity is shown (by brackets), it means that the net additions to the fleet from all sources exceeded the rate of disposal. These three tables deal only with vessels of 3,000 grt and over.

RECENT SHIP SALES

CARGO steamers *Brant* (ex-Charlestown, ex-Jellico Seam) and *Tern* (ex-Melrose, ex-Mount Sunapee, ex-Mingo Seam, both 11,030 dwt, 6,753 grt, 3,910 nrt, built New Orleans 1945 by Delta Shipbuilding Co Inc.) sold by Atlantic Bulk Trading Corp., Monrovia, to Yugoslav buyers and renamed *Hajduk* and *Uskok* respectively.

Motor vessel *Maule* (ex-Coastal Cadet, 6,055 dwt, 3,953 grt, 2,118 nrt, built Wilmington, Cal., 1945 by Consolidated Steel Corp.) sold by Cia. Sud Americana de Vapores to S. A. Naviera Martinez, Pereira y Cia, Valparaiso, and renamed *Castilla*.

Motor tanker *Sydhav* (16,100 dwt, 10,946 grt, 6,174 nrt, built 1952 by Lithgows Ltd) sold by Skibs A/S Sydhav (Per Lodding), Oslo, to other Norwegian buyers for £450,000, including the balance of a Shell time charter until March 1965 at 23s 3d. She is being renamed *Landbreeze*.

Motor vessel *Ferland* (9,050 dwt, 5,564 grt, 3,140 nrt, built 1948 by Bartram & Sons Ltd) sold by A/S Glittre & A/S Varild (Fearnley & Eger), Oslo, to buyers presently not identified for £325,000 with survey March 1960. To be renamed *Starcarrier*.

Cargo steamer *Westwood* (1,072 grt, 578 nrt, built Burntisland Shipbuilding Co Ltd 1935) sold by Constantine Shipping Co Ltd to Dutch shipbreakers.

Cargo steamer *Gypsy King* (ex-Gypsum King, 3,915 grt, 1,970 nrt, built 1927 by the Furness Shipbuilding Co Ltd) sold by Stanhal Naviera Ltda, Panama, to Italian shipbreakers for \$110,000.

Turbo-electric tanker *Valchem* (ex-Calusa, 10,416 grt, 6,310 nrt, built Chester, Pa., by the Sun Shipbuilding & Dry Dock Co in 1942) sold by Boston Metals Co, Baltimore, to Italian breakers with delivery Baltimore.

Cargo steamer *Sumer* (1,221 grt, 768 nrt, built 1880 by J. L. Thompson & Sons) sold by Sukru Yakub Uzuner, Istanbul, to Italian shipbreakers for £13,000 with delivery Viareggio.

Motor coaster *Beaully Firth* (745 dwt, 553 grt, 289 nrt, built 1949 by George Brown & Co (Marine) Ltd) sold by Firth Shipping Co Ltd to Canadian buyers.

Motor vessel *Auriga* (550 dwt, 433 grt, 196 nrt, built Zaltbommel 1958 by Schpsw. De Waal) sold by N.V. Scheepsw. "De Waal" to Chinese buyers with delivery Shanghai.

Motor vessel *Sea Friend* (ex-Sunnanbris, ex-Arna, 7,800 dwt, 4,524 grt, 2,584 nrt, built 1929 by Eriksbergs M.V.) sold by Arne Larsson & Co A/B, Gothenburg, to Greek buyers for about £65,000.

Ore carrying steamship *Stanfield* (ex-Thamesfield, 10,420 grt, 5,661 nrt, built 1943 by Sir James Laing & Sons Ltd) sold by the Stanhope Steamship Co Ltd to the East Sun Shipping Co Ltd, Hong Kong, and renamed *August Moon*.

NEW CONTRACTS

Shipowners	No. of Ships	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) x B x D.(dft.)	Delivery	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Clyde Shipping Co	2	Tugs	—	100	—	—	Diesel	1,360	(1) Deutz (2) Nohab	Ferguson Bros
Thos. Hamling & Co, Hull	1	Trawler	—	170	—	—	Diesel	—	—	Ferguson Bros
Purvis Shipping Co	1	Cargo	11,200	430.9 x 60 x (28.5)	1961	—	G.V. diesel	6,300	N.E. Marine	Bartram & Sons
H. E. Moss & Co's Tankers	1	Tanker	19,000	533 x 71.2 x 39.25	—	—	Doxford diesel	—	—	Smith's Dock Co
Overseas Yards										
Daido Kaiun Kaisha	1	Ore carrier	21,340	537.95 x 73.42	1961	13.5	UEC diesel	7,600	Shipbuilders	Mitsubishi S.B. & E. Co, Nagasaki
Azuma Kaiun K.K.	1	Cement carrier	8,500	400.2 x 57.67	1961	13	Sulzer diesel	4,000	Shipbuilders	Uruga Dock
Kokusai Kisen K.K. and Nitto Shosen Kaisha and Shipbuilders	1	Cargo	13,270	459.2 x 63.58	1961	14	Sulzer diesel	6,450	Ishikawajima-Harima H.I.	Kure S.B. Co
Daian Shosen and Shipbuilders	1	Cargo	9,500	396.95 x 59	1961	14.5	Sulzer diesel	6,300	Shipbuilders	Mitsubishi H.I. Reorg
Nitto Shosen Kaisha	1	Tanker	47,500	672 x 33 x 100 x (38.42)	1961	16	Geared turbine	17,600	Shipbuilders	Ishikawajima-Harima H.I.
Taiyo Gyogyo K.K.	1	Fish carrier	5,500	367.1 x 54.1	1961	14	Hatsudoki diesel	4,400	Mitsubishi Kobe	Hayashikane S.B. Co
Dalmore Shipping Co	1	Cargo	15,500	—	1962	15	Diesel	7,500	—	Nagoya S.B. Co
Blue Star Line	1	Cargo	2,600	311.5 x 44.33 x (12.67)	1962	—	Diesel	2,400	Sulzer Bros	T. van Duijvendijk's Scheepswerf
Yamashita S.S. Co	1	Cargo	12,600	475.58 x 64.25 x (30.42)	1961	18	B & W diesel	12,500	Shipbuilders	Hitachi S.B. & E. Co
Shipbuilders	1	Cargo	11,900	475.58 x 63.58 x (28.5)	1961	16	M.A.N. diesel	9,000	Shipbuilders	Kawasaki Dockyard
Iino Kaiun Kaisha	1	Cargo	12,050	476.9 x 63.95 x (30.2)	1961	18	Sulzer diesel	13,000	Shipbuilders	Iino S.B. Co
Shinnihon Kisen K.K.	1	Cargo	11,800	467.33 x 65.58 x (30.2)	1961	17	M.A.N. diesel	10,500	Shipbuilders	Hitachi S.B. & E. Co
Nippon Yusosen K.K.	1	Bulk carrier	20,350	524.9 x 74.95 x (29.5)	1961	14	B & W diesel	7,600	Hitachi S.B. & E. Co	Nippon Steel & Tube Co
Meiji Kaiun K.K.	1	Cargo	9,500	403.42 x 58.5 x (27)	1961	14.75	B & W diesel	6,500	Mitsui S.B. & E. Co	Fujinagata S.B. Co

LAUNCHES

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) x B x D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Mar. 30	Hopemount Shipping Co	Hopecrest	Cargo	10,100	510 x 63.5 x 41	—	5-cyl Sulzer diesel	—	Shipbuilders	Barclay Curle
Overseas Yards										
Feb. —	Muko Kisen K.K.	Mishima Maru	Cargo	5,500	—	11.75	Diesel	2,450	Hanshin	Mitsubishi S.B. & E. Co
Mar. —	Shipbuilders	Horai Maru	Cargo	5,500	—	12.25	Diesel	2,800	Hanshin	Usuki Iron Works
Mar. —	D. D. G. Hansa	Weissenfels (903)	Cargo	11,900	472.5 x 66 x 40 (30.2)	18.5	Diesel	10,800	M.A.N.	H. C. Stulcken Sohn
Mar. 6	Mitsui Bussan Kaisha	Santal Maru (254)	Tanker	3,650 (2,480)	—	—	Diesel	—	—	Shioyama Dockyard
Mar. 13	Kon. Nederlandsche Stoom. Mij.	Sinon (106)	Cargo	4,430 (3,585)	335 x 49 x 26.5 (21.5)	14.75	Diesel	3,600	Gebr Stork	Amsterdamsche Droogdok
Mar. 17	Cia Nacional de Nav. Costeira	Princesa Leopoldina (156)	Pass.	9,500 (3,585)	433 x 64.25 x 27.2 (18)	17.5	Tw.-scr. diesel	10,120	Burmeister & Wain	Cia. Euskalduna
Mar. 18	Empresa Nacional Elcano	Bahia Goditona (51)	Tanker	33,000 (22,000)	629 x 87 x (34.95)	16	B & W diesel	15,000	Maquinista	Astilleros de Cadiz
Mar. 18	Inui Sempaku	Kenei Maru No 3 (1008)	Cargo	3,800	—	—	Diesel	—	—	Kawasaki Dockyard
Mar. 21	Moore-McCormack	Mormacscan (620)	Cargo	10,460 (9,207)	458 x 68 x 41.5 (28.5)	18	Geared turbine	11,000	—	Sun S.B. & D.D. Co
Mar. 24	Einar Rasmussen, Kristiansand	Polyglory (541)	Tanker	25,250 (16,550)	580 x 79 x 43.75 (33.25)	16.25	8-cyl B & W diesel	10,000	Shipbuilders	Eriksbergs
Mar. 28	J. Lauritzen	Brita Dan (163)	Cargo	3,000	288.67 x 46.5 x 26.25 (21.75)	13.5	Diesel	2,900	Burmeister & Wain	Bijker's A.B.
Mar. 28	J. Lauritzen	Ritva Dan (665)	Cargo	3,000	288.67 x 46.5 x 26.25 (21.75)	13.5	Diesel	2,900	Burmeister & Wain	Werf de Noord
Mar. 28	I. M. Skaugen	Skauvann (643)	Bulk carrier	24,200 (16,700)	552.9 (892.5) x 73.5 x (33.33)	—	9-cyl M.A.N. diesel	8,150	Shipbuilders	Verolme United Shipyards

TRIAL TRIPS

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) x B x D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Mar. 28	Bracondene Fishing Co	Bracondene (308)	Trawler	(214)	(116) x 23 x 12	—	5-cyl diesel	550	H. Widdop	John Lewis & Sons
Mar. 29	Elders & Fyffes	Chuscal (675)	Refrig. cargo	6,000 (6,283)	390 x 56.5 x 35	18	Geared turbine	8,300	Pametrada	Alex. Stephen
Apr. 6	Booker Bros	Booker Venture (817)	Bulk carrier	10,600 (9,450)	(469) x 62.5 x 35	14 (T)	5-cyl Sulzer diesel	4,500	G. Clarke	Austin & Pickers-gill
Overseas Yards										
Jan. —	Jugoslavenska Linijaska Plovidba	Jesenice (466)	Cargo	10,500 (8,300)	475.75 (508.58) x 67.75 x (27)	20 (T)	8-cyl Sulzer diesel	10,400	C.R.D.A.	Brodogradiliste "3 Maj"
Jan. —	U.S.S.R.	Varino	Cargo	4,500 (3,359)	314.1 x 47.25 x (20.75)	14	Diesel	2,500	Gorlitzer	VEB Neptun Werft
Jan. —	U.S.S.R.	Dubno	Bulk carrier	9,500	426.5 x 59 x (26.25)	14.25	M.A.N. diesel	5,400	D.M.R.	VEB Warnowwerft
Jan. —	U.S.S.R.	Dobrush	Bulk carrier	9,500	426.5 x 59 x (26.25)	14.25	M.A.N. diesel	5,400	D.M.R.	VEB Warnowwerft
Jan. —	Commissao de Marinha Mercante	Turiacu (202)	Cargo	6,300 (4,000)	385 x 54.5 x (22.2)	15.5	B & W diesel	4,160	Shipbuilders	Valmet Oy
Feb. —	Baba Kisen Kaisha	Yuhu Maru	Cargo	5,000	319.9 x 49.2 x (20.9)	13	B & W diesel	2,760	Mitsui S.B. Co	Setoda S.B. Co
Feb. —	U.S.S.R.	Debalzewo	Bulk carrier	9,500 (7,265)	426.5 x 59.1 x (26.25)	14.25	M.A.N. diesel	5,400	D.M.R.	VEB Warnowwerft
Feb. —	U.S.S.R.	Tscheljabinsk	Cargo	4,500 (3,359)	314.1 x 47.25 x (20.75)	14	Diesel	2,500	Gorlitzer	VEB Neptun Werft
Feb. —	U.S.S.R.	Rasdolnoje	Cargo	4,500 (3,359)	314.1 x 47.25 x (20.75)	14	Diesel	2,500	Gorlitzer	VEB Neptun Werft
Feb. —	VEB Deutsche Seeresederei	Gera	Cargo	10,000 (7,228)	465.95 x 68.58 x (27.5)	15.5	Tw-scr diesel	7,200	Halberstadt	VEB Warnowwerft
Feb. —	U.S.S.R.	Repino	Cargo	4,500 (3,359)	314.1 x 47.25 x (20.75)	14	Diesel	2,500	Gorlitzer	VEB Neptun Werft

MARITIME NEWS IN BRIEF

THE P & O-Orient liner *Iberia* has arrived at London following the installation of complete air-conditioning plant, and many other improvements by John I. Thornycroft & Co Ltd, Southampton. The liner is the last of the vessels to be air-conditioned under the £5 mn programme which has entailed the complete air-conditioning of the combined post-war fleets of P & O-Orient Lines.

THE DEATH has occurred of Commander S. W. F. Bennetts, R.N., chief inspector of lifeboats of the Royal National Lifeboat Institution since 1958.

MR MOHIE RANJAN DAS has been appointed chairman and managing director of Mackinnon, Mackenzie & Co Private Ltd. Mr Das is the first Indian to be appointed chairman of the company in its history of over 100 years.

MR J. W. ATWELL has been appointed additional director of G. & J. Weir Holdings Ltd. Mr Atwell is managing director of the principal operating subsidiary company, G. & J. Weir Ltd.

COLONEL J. G. PECKSTON has retired from his position as managing director of the Middlesbrough shipping firm of J. G. Peckston Ltd, but will continue as chairman. Mr Nigel R. M. Moir and Mr E. Jones have been appointed directors, and Mr Moir is now joint managing director with Mr L. W. Ord.

THE DEATH has occurred of Mr A. H. Appleyard who, prior to his retirement at the end of 1957, was Principal Clerk to the Corporation of Lloyd's for a period of almost 10 years.

THE DEATH has occurred of Mr R. W. Berry, managing director of George Ackroyd & Co (Hull) Ltd, shipping and forwarding agents.

MR E. B. BISHOP has been appointed secretary of Metal Cleaning Ltd, a member of the Castrol group. He succeeds Mr G. J. B. Williams who is now to concentrate on the company's reorganisation and sales development.

MR ALEXANDER BOWMAN, dock manager at Smith's Dock Co Ltd, North Shields, has retired after 50 years in the industry. He is being succeeded as dock manager by Mr David Davie, assistant dock manager.

MR JAMES N. FINDLAY, passenger traffic manager and advertising manager of Furness, Withy & Co Ltd, is retiring at the end of the month.



MR G. H. BRAND has been appointed commodore chief engineer of the Palm Line fleet. This is the first occasion that this appointment has been made by the company. Mr Brand first went to sea with the Bibby Line in 1923 and joined the predecessors of the Palm Line in 1938. He was promoted to chief engineer later that year. Mr Brand is the third member of his family in three generations to attain the rank of Commodore in the Merchant Service. Mr Brand is at present chief engineer on the "Bamenda Palm"

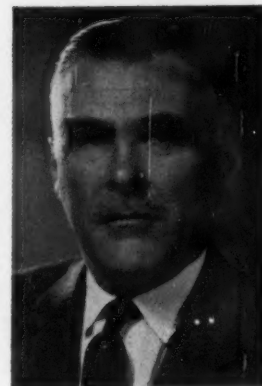
MR W. T. BALDWIN has been appointed senior superintendent at the Mercantile Marine Office at Newcastle in succession to Mr H. K. Mills who has retired.

CAPTAIN T. J. M. MACKENZIE, a director of Thos. & Jno. Brocklebank Ltd, has retired.

MR JAMES BRENNAN, shipping manager of George Cohen & Co Ltd, has retired after 52 years with the company.

MR E. L. TOWNSEND has been appointed chairman of Secomastic Ltd, while Mr C. G. Tudor Pole succeeds him as managing director.

BRIGADIER MAURICE ARCHER, whose visit to Europe is the subject of comment on an earlier page, is chairman of the National Harbours Board of Canada. He is a professional engineer and was appointed vice-chairman of the Board in 1952. He became chairman in 1958. The Board administers the ports of Halifax, N.S., and Saint John, N.B., Chicoutimi, Quebec, Three Rivers, Montreal, Churchill, Manitoba and Vancouver. The Board also has jurisdiction over the Government-owned grain elevators at Prescott and Port Colborne, Ontario



CAPTAIN P. J. GROENLAND, who has recently relinquished command of the Nederland liner *Johann Van Oldenbarnevelt*, will take command of the flagship *Oranje* in the summer, replacing Captain J. H. Schulting who will be retiring after 42 years of service.

MR T. GRAHAM, of the Clyde Shipping Co Ltd, with which he has served 50 years, has retired and is succeeded by Mr James Crichton.

MR R. J. WALSHE has been appointed a director of Hogg Robinson & Capel-Cure Ltd.

MR W. F. S. LETTEN has been appointed a director of Associated Fisheries Ltd.

AN AGREEMENT concerning the merger of two leading Antwerp shiprepairing firms has now been reached. The companies are Beliard, Crighton & Co, S.A., and Guthrie, Murdoch & Co, S.A., who will in future trade under the joint name of Beliard-Murdoch, S.A. The board of the new company includes Mr H. L. Beliard, chairman and managing director of Beliard, Crighton and Mr L. Williams, director and general manager, Mr W. R. Murdoch, chairman and joint managing director of Guthrie, Murdoch, and Mr Frank J. Murdoch, also a joint managing director of the same company.

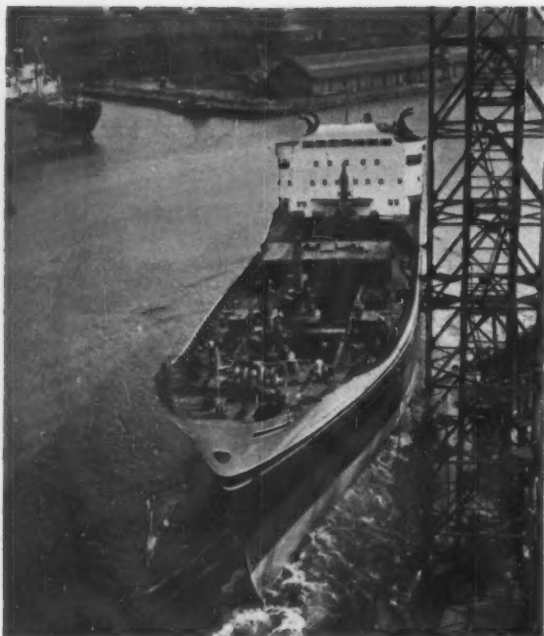
THE MINISTER OF PENSIONS & NATIONAL INSURANCE has made new regulations which deal with the collection of graduated contributions from shipowners and seamen. They lay down rules for the deduction of the contributions from a seaman's wages, for accounting, and for recovery of amounts underpaid.

CONSTRUCTION of a \$15 million general cargo pier and terminal in Hampton Roads and transfer of all the Norfolk & Western Railway's general cargo piers to the Virginia State Ports Authority is provided for in a contract just signed by the railroad and the Authority. The new pier and warehouses will be built by the Port Authority at Lamberts Point and will be leased to the railroad. It will increase the cargo capacity of Hampton Roads general cargo terminals by about half a million tons annually.

THE KEEL of the largest ship yet ordered for BP Tanker Company has been laid down at John Brown & Co's Clydebank yard. The tanker will be of about 67,500 dwt. Her length will be 815ft and beam 112ft. The new tanker is expected to be launched in early 1963 and to go into service later in the same year. This ship will be the first of seven 67,500-tons tankers which are on order for BP Tanker Company.

THE BEN LINE has appointed Delgado Shipping Agencies Inc, Bonifacio Drive, Manila, as its agents in the Philippines, in succession to Dodwell & Co Ltd, who have closed their offices in Manila.

RADIOVISOR PARENT LTD have shipboard smoke density alarm equipment specified by BP Tankers Ltd for incorporation in 50,000-dwt tankers now under construction.



LAUNCH OF THE "BOMBALA"

The cargo ship "Bombala", 7,500 dwt, the last of a series of five ordered by the British India Steam Navigation Co Ltd from Harland & Wolff Ltd, Govan, has been launched. The naming ceremony was performed by Mrs Searcy, wife of Mr P. R. Searcy, Senior Australian Government Trade Commissioner in the United Kingdom. The other four vessels of the group "Bulimba", "Bankura", "Barpeta" and "Bamora" are all in service. Reference to this series of vessels is made in "Current Events" in this issue

MR GEORGE ALFORD and Mr Alexander Brown, ship draughtsmen employed by the Burntisland Shipbuilding Co Ltd, have been presented with cheques for £30, awards made by the Worshipful Company of Shipwrights from the Billmeir Shipwrights' Educational Trust Fund. The awards are in recognition of their success in the higher national certificate in naval architecture, design and theory.

ARGENTINA, Australia, India and the U.S.S.R. have been elected members of the Council of the Inter-governmental Maritime Consultative Organisation (IMCO). The other 12 members, already designated, are Belgium, Canada, France, Federal Republic of Germany, Greece, Italy, Japan, Netherlands, Norway, Sweden, United Kingdom and United States.

THE Cunard liner *Sylvania* began her first voyage in the company's Liverpool-Cobh-New York service on April 5. The *Sylvania*, formerly in the Cunard Canadian trade, replaces the *Britannic*, and continues the Cunard first and tourist-class service from Liverpool to the United States. With the first-class only *Media* and *Parthia*, the *Sylvania* will maintain regular sailings to New York. She will call at Cobh on west and eastbound crossings.

THE MINISTRY OF TRANSPORT has made the Load Line (Amendment) Rules, 1961 (Statutory Instrument No. 599 of 1961) appointing the British Committee of Det Norske Veritas to be an Assigning Authority of load lines for British ships.

A LARGE EXPORT ORDER of rubber dock fendering, weighing 80 tons, received by The Goodyear Tyre & Rubber Company (Great Britain) Ltd, has left their Wolverhampton factory for Mersin, in Turkey.

A LARGE PLATE-STRETCHING MACHINE has been ordered by James Booth Aluminium Ltd from Fielding & Platt Ltd, Atlas Works, Gloucester. The machine, which will be in operation early next year, will cost about £150,000 including installation.

THE OVERSEAS TOWAGE & SALVAGE CO LTD has moved to Baltic Exchange Chambers, 24 St Mary Axe, London EC3.

THE Marine Director, Panama Canal, advises that the Gatun Lock level is expected to fall to 84ft by April 15. The draught limitation for large ships has therefore been reduced by 1ft from those presently allowed.

SEVERE ice conditions on the main Montreal-Lake Ontario section of the St Lawrence Seaway may delay the opening of navigation until the end of April.

THE AIR CONDITIONING and refrigeration division of Brons-werk has moved to Brabantsestraat, P.O. Box 28, Amersfoort (teleprinter 11039).

THE biennial general assembly and technical conference of the International Cargo Handling Coordination Association (ICHCA) will be held from September 5-9, at the Waldorf-Astoria Hotel, New York.

ANOTHER marine radar simulator has been ordered from Ultra Electronics Ltd. A contract has been placed for equipment to be installed in the Welsh College of Advanced Technology, Cathays Park, Cardiff. The installation, which will be similar to that now operating at the Hull Nautical College, will provide for simulation of one own ship, five target ships, true motion, coastal mapping and special effects. Decca D7 display units will be used in conjunction with the Ultra equipment.

PITT & SCOTT LTD, travel agents of 1/3 St Paul's Churchyard, London EC4, have produced an interesting booklet called *Holidays at Sea*. The firm specialises in travel by cargo ships and this new booklet lists the many opportunities available for people requiring this form of travel. The firm has also started a Freighter Club not only for people who are interested in travelling but to foster knowledge of and interest in freighter travel. The club has a monthly newsletter, and arranges visits to ships, etc.

EXACTOR LTD have moved to Sterling Works, Blacknell Lane, Crewkerne, Somerset (telephone: Crewkerne 733).

THE TELEPHONE NUMBER of the North Shields marine service depot of Mirrlees Bickerton & Day Ltd is North Shields 583 and not as stated in our issue of March 8.

THE LONDON OFFICE of Fleming & Ferguson Ltd, will be 70 St Stephen's House, Victoria Embankment, London (telephone: Whitehall 4877) from April 4.

FOSTER WHEELER LTD have moved to Foster Wheeler House, Chapel Street, London NW1 (telephone: Paddington 1221).

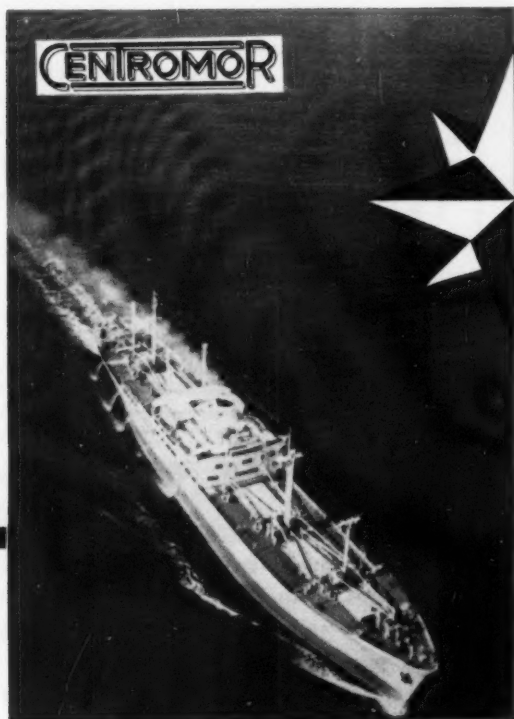
A FURTHER 22 Dunlop inflatable liferafts have been ordered by the British Transport Commission for the *Cambria* and *Hibernia*. The two ships now carry 85 of these 20-man self-inflating liferafts between them.

FIFTY YEARS AGO

From THE SHIPPING WORLD of 12 April 1911

"The ship has outgrown the dock and is doing so more and more every day. Port and dock authorities should take counsel from comparatively recent experience in the history of our great steamship companies, who find it to their advantage to build big and even bigger vessels, and take heed of the repeated warnings of naval architects and engineers. The facts at the present moment are significant and call for a forward policy. It is not desirable from any point of view that new ships should be required to wait for completing and fitting up of docks of sufficient size to accommodate them."

The President of the Board of Trade informed Parliament that the statistics bearing upon the alteration of the load line were most satisfactory. The numbers of seamen and masters reported as having been drowned, by being washed overboard, during the four years previous to the alteration to the load line was 257, while the corresponding figure for the four years 1907-10, inclusive, was only 163. The numbers of vessels lost in the respective periods were: 201 before the alteration, and only 144 since the alteration.

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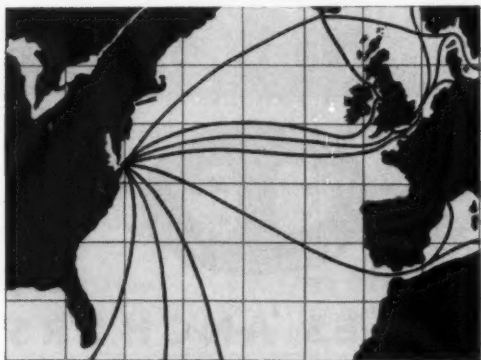
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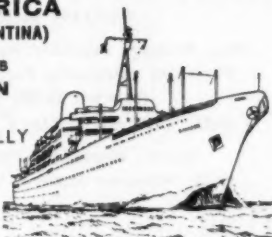
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INDEX TO ADVERTISERS IN THIS ISSUE

	Page
Agence Maritime Internationale	A17
Alison & Co. Ltd., J. Gordon	A17
Appleby-Frodingham Steel Company	A3
Bank Line	A6
Bibby Bros. & Co.	A14
Blue Star Line Ltd.	A14
Blundell & Crompton Ltd.	A12
Brown Brothers & Co. Ltd.	A5
Centromor	A13
Cory & Son Ltd., Wm.	Front Cover
Craig & Co. Ltd., John S.	A10
Cunard Steamship Co. Ltd.	A13
Ellerman Lines	A17
Fairfield Shipbuilding & Engineering Co. Ltd.	A7
Forster & Sons Ltd., T. S.	A12
Frank Ltd., Charles	A16
Furness Withy & Co. Ltd.	A15
Gellatly, Hankey & Co. Ltd.	A14
Hingley & Sons Ltd., N.	A14
Houlder Brothers & Co. Ltd.	A14
Imperial Chemical Industries Ltd. (Paints Division)	A12
International Paints Ltd.	Back Cover
MacAndrews & Co. Ltd.	A6
Moss Hutchison Line Ltd.	A14
New Zealand Shipping Co. Ltd.	A15
North of England Protecting & Indemnity Association Ltd.	A14
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Royal Mail Lines Ltd.	A15
Saunders-Roe Ltd.	A2
Sheppard & Co. Ltd., A. E.	A16
Smiths Dock Co. Ltd.	A4
United Baltic Corporation	A6
United States Lines Co.	A9
United Steel Companies Ltd.	A3
United Towing Co. Ltd.	A15
Virginia State Ports Authority	A13
Weir & Co. Ltd., Andrew	A6
Weir Ltd., J. & R.	A17



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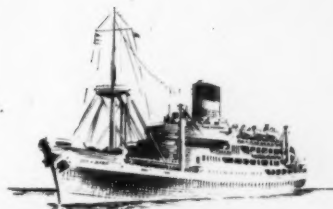
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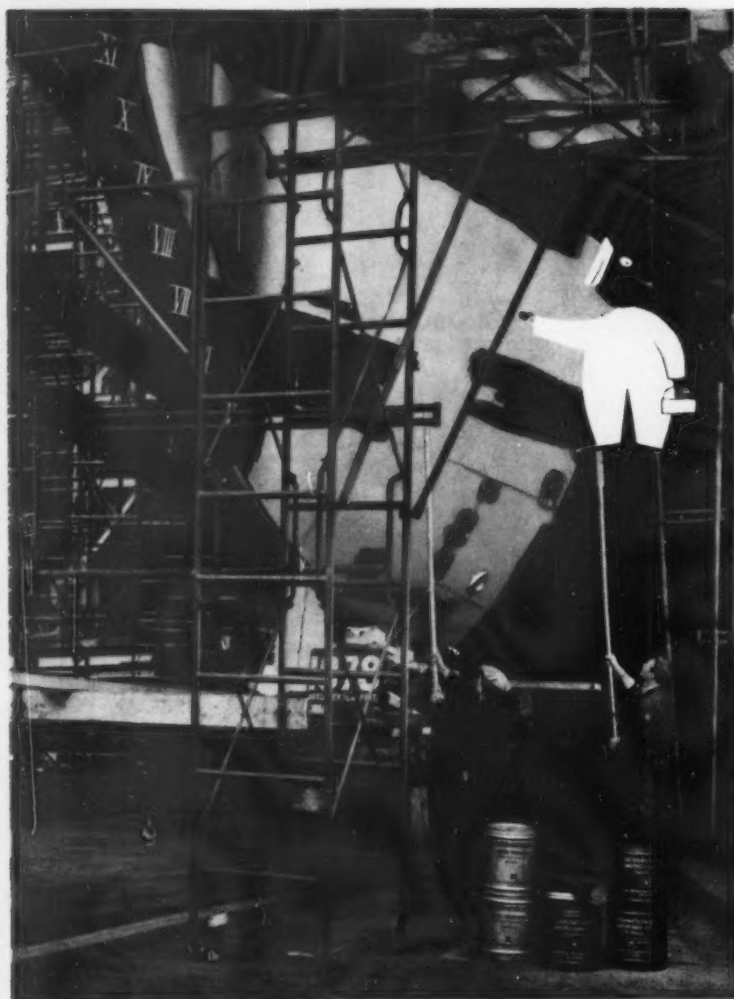
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